Environmental Impact Report for the

Balboa Park Plaza de Panama Project

Project No. 233958
SCH No. 2011031074

January 23, 2012

THE CITY OF SAN DIEGO

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DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: Monday, January 23, 2012

PUBLIC NOTICE OF A

DRAFT ENVIRONMENTAL IMPACT REPORT

I.O. No.: 21002440

The City of San Diego Entitlements Division has prepared a draft Environmental Impact Report for the following project and is inviting your comments regarding the adequacy of the document. The draft EIR and associated technical appendices have been placed on the City of San Diego web-site at **http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html**. **Your comments must be received by Thursday, March 8, 2012,** to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101 or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line.**

General Project Information:

- Project Name: **BALBOA PARK PLAZA DE PANAMA**
- Project No. 233958/SCH No. 2011031074
- Community Plan Area: Balboa Park
- Council District: 2 (Faulconer) / 3 (Gloria)

Subject: BALBOA PARK MASTER PLAN AMENDMENT, CENTRAL MESA PRECISE PLAN AMENDMENT, AND SITE DEVELOPMENT PERMIT to implement the Balboa Park Plaza de Panama Project ("proposed project"). The project includes the rehabilitation of the Plaza de Panama consistent with the 1915 through 1935 design of a ceremonial plaza and gathering space by eliminating vehicle traffic from Plaza de California, El Prado, Plaza de Panama, and the Mall. Project components include:

1. **Plaza de Panama.** Eliminate automobile traffic from the Plaza de Panama and adjacent promenades and remove parking from the Plaza.

2. **Centennial Bridge and Road.** Construction of a new two-way bridge/road starting at the east end of the Cabrillo Bridge and continuing through the eucalyptus grove around the southwest corner of the Museum of Man.

3. **Alcazar Parking Lot and Walkway.** Redesign the Alcazar parking lot to provide additional accessible parking as well as passenger drop-off, museum loading, and valet.

4. **El Prado and Plaza de California.** Allow for pedestrian use of El Prado and Plaza de California by re-routing traffic to the bypass road and bridge.

5. **The Mall and Pan American Promenade.** Reclaim both the Mall and Pan American Road for pedestrian access by rerouting vehicle traffic west of Pan American Road.

6. **Parking Structure and Roof-top Park.** Construct a new parking structure with a roof-top park and garden at the location of an existing Organ Pavilion surface parking lot. The new multi-level underground structure would consist of 265,242 square-feet with 798 parking spaces on three levels. The new rooftop park would consist of 2.2 acres.

The site is not included on any Government Code listing of hazardous waste sites.

Applicant: Plaza De Panama Committee / City of San Diego Park and Recreation Department

Recommended Finding: Recommended Finding: The draft Environmental Impact Report concludes that the project would result in significant environmental impacts to the following areas: **LAND USE (GENERAL AND COMMUNITY PLAN CONSISTENCY / MSCP), HISTORICAL RESOURCES (BUILT ENVIRONMENT / ARCHAEOLOGY), VISUAL EFFECTS (NEIGHBORHOOD CHARACTER/ARCHITECTURE), NOISE (TEMPORARY CONSTRUCTION), TRAFFIC/CIRCULATION, BIOLOGICAL RESOURCES (RAPTOR),** and **PALEONTOLOGICAL RESOURCES.**

Availability in Alternative Format: To request this Notice, the recirculated draft Environmental Impact Report, Initial Study, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact E. Shearer-Nguyen at (619) 446-5369. The draft Environmental Impact Report and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies of either the Compact Disk (CD), a hard-copy of the draft Environmental Impact Report, or the separately bound technical appendices, they can be purchased for an additional cost. For information regarding public meetings/hearings on this project, contact Michelle Sokolowski at (619) 446-5278. This notice was published in the SAN DIEGO UNION TRIBUNE and SAN DIEGO DAILY TRANSCRIPT and distributed on Monday, January 23, 2012.

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

City of San Diego
Development Services

Land Development
Review Division
(619) 446-5460

ENVIRONMENTAL IMPACT REPORT

Project No. 233958
SCH No. 2011031074

SUBJECT: **Balboa Park Plaza de Panama:** BALBOA PARK MASTER PLAN AMENDMENT; CENTRAL MESA PRECISE PLAN AMENDMENT and SITE DEVELOPMENT PERMIT to rehabilitate the Plaza de Panama consistent with the original vision of a ceremonial plaza and gathering space by eliminating vehicle traffic from Plaza de California, El Prado, Plaza de Panama, and the Mall. Project components include:

1. **Plaza de Panama.** Eliminate automobile traffic from the Plaza de Panama and adjacent promenades and remove parking from the Plaza.

2. **El Prado and Plaza de California.** Allow for pedestrian use of El Prado and Plaza de California by rerouting traffic to a bypass road and bridge.

3. **Centennial Bridge and Road.** Construction of a new two-way bridge/road starting at the east end of the Cabrillo Bridge and continuing through the eucalyptus grove around the southwest corner of the Museum of Man.

4. **Alcazar Parking Lot and Walkway.** Redesign the Alcazar parking lot to provide additional accessible parking as well as passenger drop-off, museum loading, and valet.

5. **The Mall and Pan American Promenade.** Reclaim both the Mall and Pan American Road for pedestrian only access by rerouting vehicle traffic west of Pan American Road.

6. **Organ Pavilion Parking Structure, Roof-top Park, Tram and Arizona Street Landfill.** Construct a new parking structure with a roof-top park and garden at the location of an existing Organ Pavilion surface parking lot. The new multi-level underground structure would consist of 798 parking spaces on three levels and is 265,242 square feet. The new rooftop park would be 2.2 acres. A tram shuttle would link parking in the new structure with the Plaza de Panama. Excess soils from excavation of the parking structure would be exported to the nearby Arizona Street Landfill.

Applicant: Plaza de Panama Committee

CONCLUSIONS

This Environmental Impact Report (EIR) analyzes the environmental impacts that would result from the project. The analysis discusses the project's potential impacts to **Land Use, Historical Resources, Visual Effects and Neighborhood Character, Transportation/Circulation and Parking, Air Quality, Biological Resources, Energy Conservation, Geologic Conditions, Greenhouse Gas Emissions, Health and Safety/Hazardous Materials, Hydrology, Noise, Paleontological Resources, Public Services and Facilities, Public Utilities, and Water Quality.**

The discretionary approvals required to implement the project include amendments to the Balboa Park Master Plan (BPMP) and Central Mesa Precise Plan (CMPP) and a Site Development Permit (SDP). The project would require an amendment to the 2004 BPMP to add the project components to the BPMP and to revise the Master Plan's circulation and parking patterns through the addition of the Centennial Bridge and Centennial Road. The amendment would also reflect the location and the number of parking spaces in the new Organ Pavilion parking structure. The amendment to the CMPP would revise the overall circulation concept to allow two-way traffic on the Cabrillo Bridge while closing the segment of El Prado that travels through the Plaza de California and Plaza de Panama to through traffic. The amendment would also revise the CMPP to reflect the new Organ Pavilion parking structure. The SDP would allow for deviations from the City's Environmental Sensitive Lands (ESL) and Historic Resources Regulations, and the street standards within the Park.

These Conclusions focus on the issues which the EIR analysis concluded are potentially significant, including: **Land Use**, **Historical Resources, Visual Effects and Neighborhood Character, Transportation/Circulation and Parking, Biological Resources, Noise, and Paleontological Resources.** Project effects on the remaining issues identified through the scoping process were determined to be less than significant.

The evaluation of environmental issue areas in this EIR concludes that the project would result in significant and unmitigable impacts related to **Land Use (Consistency with the City's General/Community Plan), Historical Resources (Built Environment), Visual Effects (Neighborhood Character/Architecture), and Noise (Temporary Construction).**

Significant but mitigable impacts to **Land Use (MSCP), Historical Resources (Archeological Resources), Transportation/Circulation and Parking, Biological Resources (Raptor, MSCP),** and **Paleontological Resources** would result from implementation of the proposed project.

SIGNIFICANT UNMITIGATED IMPACTS

Land Use (Consistency with the City's General/Community Plan)

The alterations associated with the construction of the Centennial Bridge, as discussed under Section 4.1.3 of the EIR, would not comply with policies of the City's General Plan, including the Historic Preservation Element, Urban Design Element, and Recreation Element. Construction of the Centennial Bridge would also be inconsistent with policies of the BPMP and the CMPP related to circulation. These inconsistencies with the existing land use plans would result in a significant secondary land use impact, which would be significant and unmitigable.

As described in Section 4.1.1 of the EIR, the construction of the Centennial Bridge would alter the spatial relationships of the Balboa Park National Historic Landmark District (NHLD). Therefore, this component of the project would not comply with Secretary of the Interior (SOI) Rehabilitation Standards. As such, a deviation from Section §143.0251(b) of the Historic Resources Regulations of the City's LDC is required. Noncompliance with SOI Rehabilitation Standards, and the Historical Resources Regulations, which mandate compliance with those standards, would result in a significant secondary land use impact. Since no feasible mitigation for the Centennial Bridge's impacts to the NHLD is available, impacts would be significant and unmitigable.

Historical Resources (Built Environment)

As discussed in Section 4.2.2 of the EIR, construction of the Centennial Bridge component of the project would be inconsistent with SOI Rehabilitation Standards 2 and 9, thereby contributing to a substantial adverse change to a historic resource. This would result in a significant impact. No feasible mitigation is available for impacts to the NHLD associated with the Centennial Bridge. Therefore, impacts would be significant and unmitigable.

Visual Effects (Neighborhood Character/Architecture)

As discussed in Section 4.3.3 of the EIR, the Centennial Bridge component of the project would introduce a modern architectural element into a historical setting, thereby resulting in a permanent significant visual impact. No feasible mitigation is available for the significant impact associated with Centennial Bridge on architectural character because, per the SOI standards, replication of an historic design is impermissible. The impact would be significant and unmitigable.

Noise (Temporary Construction)

As discussed in Section 4.12.6 of the EIR, interior noise levels during construction could exceed the 45 dB threshold. Therefore, temporary interior noise impacts would be potentially significant

at the following institutions: The Old Globe, San Diego Museum of Man, House of Charm, San Diego Museum of Art, Timken Museum of Art, House of Hospitality, Hall of Nations, United Nations Building, House of Pacific Relations/Cottages, San Diego Hall of Champions, Balboa Park Club, Marie Hitchcock Puppet Theater, and San Diego Automotive Museum. Mitigation measure N-1 would be implemented to reduce noise impacts. Although this measure would reduce temporary interior construction noise impacts, it would not reduce impacts to a less than significant level. Short-term, temporary impacts would remain significant.

RECOMMENDED MITIGATION FOR SIGNIFICANT UNMITGATED IMPACTS

Land Use (Consistency with the City's General/Community Plan)

No feasible mitigation for the land use impact related to the Centennial Bridge and consistency with the General/Community Plan and Historical Resources Regulations. Impacts would be significant and unmitigable.

Historical Resources (Built Environment)

No feasible mitigation is available for impacts to the NHLD associated with the Centennial Bridge. Impacts would be significant and unmitigable.

Visual Effects (Neighborhood Character/Architecture)

No feasible mitigation is available for the significant impact associated with Centennial Bridge on architectural character because, per the SOI standards, replication of an historic design is not permissible. The impact would be significant and unmitigable.

Noise (Temporary Construction)

Implementation of mitigation measure N-1 would be implemented to reduce nuisance noise impacts:

- All noise-producing equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification.
- Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- Construction site and access road speed limits shall be established and enforced during the construction period.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.

- No project-related public address or music system shall be audible at any adjacent receptor.
- The construction contractor shall establish a noise disturbance coordinator. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early in the day, bad muffler, etc.) and shall be required to implement measures such that the complaint is resolved to the satisfaction of the City Engineering Department. Signs posted at the construction site shall list the telephone number for the disturbance coordinator.

Implementation of the measures above would reduce temporary exterior and interior construction noise impacts, but not to a less than significant level. Short-term, temporary impacts would remain significant.

SIGNIFICANT MITIGATED IMPACTS

Land Use (MSCP)

The export soil generated from construction of the Organ Pavilion parking structure would be disposed on the East Mesa within the Arizona Street Landfill. Grading activities within the landfill have the potential to result in significant impacts to the adjacent MHPA.

Historical Resources (Archeological Resources)

Multiple known archeological resources sites are located within the project area. While impacts to these resources would be less than significant, there is potential to impact unknown significant subsurface prehistoric deposits during construction activities. Thus, a potentially significant impact could result from the development of the project.

Transportation/Circulation and Parking

As assessed in the Traffic Impact Analysis, the project would alter internal vehicular traffic and parking, but would not include any new traffic generators (e.g., museums, restaurants) that would attract visitors. The project would not add any traffic to external roadways or redistribute external traffic. However, in 2030, when future traffic levels are greater due to growth in the region, one internal intersection (Presidents Way/Centennial Road) would operate at unacceptable levels due to the project rerouting traffic through that intersection. This impact would be potentially significant.

Biological Resources (Raptor, MSCP)

The project has the potential to result in direct and indirect impacts to nesting raptors and species covered under the Migratory Bird Treaty Act (MBTA) and to result in indirect impacts to lands and associated significant biological resources (including coastal California gnatcatcher) within the MHPA during construction activities. These impacts would be potentially significant.

Paleontological Resources

Because of the moderate and high sensitivity potential areas for paleontological resources, project grading could potentially destroy fossil remains, resulting in a potentially significant impact to paleontological resources.

RECOMMENDED MITIGATION FOR SIGNIFICANT IMPACTS

Land Use (MSCP)

Specific mitigation measures shall be adhered to before a construction permit is issued, before construction starts, and during construction in order to ensure that the project is in conformance with Land Use Adjacency Guidelines for the MHPA. Implementation of the specific conditions in the project's MMRP would therefore mitigate potential impacts to a level below significance.

Historical Resources (Archeological Resources)

Specific mitigation measures to be implemented would require archaeological monitoring during any initial grading or earth moving. The program would require that a qualified archaeologist and Native American representative be present during construction activities. If cultural or historical deposits are discovered, excavation would be temporarily stopped to allow the archaeologist to record, and recover materials. Implementation of the specific conditions in the project's MMRP would therefore mitigate potential impacts to a level below significance.

Transportation/Circulation/Parking

To mitigate the impact on the Presidents Way/Centennial Road intersection, starting in 2026, the intersection shall be monitored for intersection failure (i.e., LOS E or F) at two year increments. If the monitoring efforts reveal that the Presidents Way/Centennial Road intersection fails, it shall be reconfigured to make the eastbound Presidents Way approach stop-controlled instead of the Centennial Road approach. The intersection monitoring shall continue until the Palisades area is converted to parkland per the Central Mesa Precise Plan, or the reconfiguration is completed. Implementation of the specific conditions in the project's MMRP would therefore mitigate potential impacts to a level below significance.

Biological Resources (Raptor, MSCP)

In order to mitigate potential indirect and direct impacts to nesting raptors and species covered under the MBTA, specific measures shall be implemented to ensure that no grading, grubbing, or removal of habitat would occur within the identified breeding seasons and any potential indirect noise impacts during construction would be reduced or attenuated during breeding season. In addition, mitigation required to reduce significant impacts pursuant to the MSCP as discussed for land use above, are required before a construction permit is issued, before construction starts, and during construction in order to ensure that the project is in conformance with the associated discretionary permit conditions, the MSCP, and the Land Use Adjacency Guidelines for the MHPA and to reduce the significant indirect impacts to the MHPA and associated significant biological resources (including coastal California gnatcatcher) from the placement of fill and

grading operations within the Arizona Street Landfill disposal site. Implementation of the specific conditions in the project's MMRP would therefore mitigate potential impacts to a level below significance.

Paleontological Resources

Specific mitigation measures would be implemented, which would require paleontological monitoring during any grading or earth moving identified in the pre-construction meeting. Implementation of the specific conditions in the project's MMRP would therefore mitigate potential impacts to a level below significance.

ALTERNATIVES

The following alternatives were fully analyzed in the EIR.

NO PROJECT ALTERNATIVES

Two no project alternatives are included in the EIR, the No Project (No Development/Existing Conditions) Alternative and the No Project/Central Mesa Precise Plan Alternative (equivalent to a No Project/Development Consistent with the Adopted Precise Plan Alternative).

No Project (No Development/Existing Conditions) Alternative (Alt 1)

The No Project (No Development/Existing Condition) Alternative would maintain Balboa Park and the existing patterns of vehicle and pedestrian access to the Park in their current conditions. Under this alternative, the proposed Centennial Bridge and Centennial Road would not be constructed; the Alcazar parking lot would remain in its existing configuration; the Palm Canyon walkway to the intersection with Pan American Road would not be constructed; and no pedestrian restoration or other landscape and hardscape improvements would occur within Plaza de California, El Prado, Plaza de Panama, the Mall or Pan American Road. The Organ Pavilion parking lot would remain as it currently exists, with no construction of an underground parking structure or rooftop park.

The No Project (No Development/Existing Condition) Alternative would eliminate all of the significant environmental impacts associated with the project. Without the construction of the Centennial Bridge and Road, significant impacts associated with land use, historical resources and visual quality would not occur. Likewise, without construction, temporary construction noise impacts would not occur. The potential impact on nesting raptors, species covered by the MBTA, and the MHPA (including coastal California gnatcatcher) associated with the project would be eliminated. Without grading, no encroachment into unknown archeological or paleontological resources would occur. This alternative would avoid all impacts associated with the project. The No Project (No Development/Existing Condition) Alternative would result in a greater number of failing intersections and roadway segments in both the near-term and 2030, as compared to the project.

The No Project (No Development/Existing Condition would not meet any of the project objectives.

No Project/Central Mesa Precise Plan Alternative (Alt 2)

Consistent with the adopted CMPP, the CMPP Alternative would provide one-way eastbound vehicle access from the West Mesa during tram service hours, and two-way vehicular traffic during non-tram service hours. Traffic would be routed to the southwest corner of the Plaza de Panama. Only passenger drop-off would be allowed at the Plaza, and landscape and hardscape improvements would be implemented as outlined in the CMPP.

Under the CMPP Alternative, the circulation plan would route one-way traffic to the Alcazar parking lot via access drives from the Mall. The Alcazar parking lot would be regraded, similar to the project, and reconfigured in order to accommodate the majority of ADA (American with Disabilities Act) parking in proximity to the Prado. The parking lot would include 56 accessible spaces at a 2 percent slope. Both the intra-park tram and vehicles would use the west side of the Mall while bicycles and pedestrian traffic would flow on the east side. An underground parking structure with a rooftop park would be constructed at the location of the existing Organ Pavilion parking lot. This lot would hold 1,000 to 1,500 spaces, thus resulting in a net gain in parking, compared to the existing condition, of approximately 568 to 1,068 spaces. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project.
The portion of Pan American Road East, adjacent to the new parking structure, would be converted to a narrow pedestrian promenade. The Pan American Promenade would connect the rooftop park to the Organ Pavilion.

Implementation of the CMPP Alternative would avoid the significant and unmitigable land use (plan consistency), historical resources (built environment), and visual quality (architectural character) impacts, associated with the Centennial Bridge component of the project. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, and would be significant mitigable and unmitigable impacts.

The CMPP Alternative also would result in significant and unmitigable construction noise impacts, similar to the project. Its implementation would result in significant, mitigable land use (MSCP), historical resources (archaeological), biological resources (raptors, MSCP), and paleontological impacts. These same impacts would occur with the project, but would vary in location and extent compared to the CMPP Alternative.

While this alternative would attain some of the project objectives, it would fail to meet several project objectives and would provide fewer benefits in regard to removing pedestrian/vehicular conflicts and restoring areas now dominated by vehicular use. The CMPP Alternative would not remove vehicles from El Prado, Plaza de California, the Mall, or a portion of Pan American Road (Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), which are necessary components of the project.

PEDESTRIANIZE CABRILLO BRIDGE ALTERNATIVES

This EIR addresses four alternatives that focus specifically on prohibiting vehicles on the Cabrillo Bridge, El Prado, the Plaza de California, the Plaza de Panama, and the Mall. The four alternatives in this category include the No New Parking Structure Alternative, Organ Pavilion Parking Structure Alternative, West Mesa Parking Structure Alternative, and Inspiration Point Parking Structure Alternative. These alternatives do not include the Centennial Bridge component of the project.

No New Parking Structure Alternative (Alt 3A)

The No New Parking Structure Alternative would close El Prado, the Cabrillo Bridge, the Plaza de California, the Plaza de Panama and the Mall to vehicles. The ADA parking removed from the Plaza de Panama would be accommodated in a regraded and reconfigured Alcazar parking lot. All other existing parking lots would be retained. The El Prado, Plaza de California, Plaza de Panama, and the Mall would be repaved for pedestrian use. The existing driveway connecting Pan American Road and the Alcazar parking lot would be widened to accommodate two-way traffic adjacent to the Mall.

The No New Parking Structure Alternative would avoid the project's significant and unmitigable land use (plan consistency); historical resource (built environment), and visual quality (architectural character) impacts, by not including the Centennial Bridge project component. The No New Parking Structure Alternative would also reduce (but not completely avoid in all cases) the project's significant and mitigable land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), paleontological resource, and noise (temporary construction noise) impacts, due to a less intensive construction footprint; however, interior construction noise impacts would remain significant and unmitigable under this alternative. This alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, resulting in significant mitigable and unmitigable impacts.

While the No New Parking Structure Alternative would attain some of the project objectives (1 and 2) by removing vehicles from El Prado, the Plaza de California, the Plaza de Panama, and the Mall; repaving and replanting these areas in accordance with restored pedestrian use; and resolving some traffic hazards, it would not provide additional parking (Objective 3), improve tram service between the Prado and Palisades (Objective 4). This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

Organ Pavilion Parking Structure Alternative (Alt 3B)

The Organ Pavilion Parking Structure Alternative would prohibit vehicle traffic along El Prado, east of Balboa Drive and over the Cabrillo Bridge. There would be no public vehicular access to the Park from the West Mesa, and areas reclaimed for pedestrian use would include the Cabrillo Bridge, Plaza de California, El Prado, the Plaza de Panama, the Mall, and Pan American Road.

Park Boulevard, via Presidents Way, would provide vehicular access to the project area. A subterranean parking structure/roof top park would be located at the site of the existing Organ Pavilion parking lot, and excess export soil would be disposed of at the Arizona Street Landfill. Vehicular traffic could access the regraded and reconfigured Alcazar parking lot for ADA or valet parking, or passenger drop-off, via the new Centennial Road.

The Organ Pavilion Parking Structure Alternative would avoid the significant and unmitigable project impacts to land use associated with the Centennial Bridge (plan consistency); historical resources (built environment); and visual quality (architectural character). However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, resulting in significant mitigable and unmitigable impacts. Like the project, this alternative would result in significant and mitigable impacts associated with land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), and paleontological resources, and significant and unmitigable impacts associated with noise (temporary construction noise).

While this alternative would attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1, 2, and 4), it would not improve access to the Central Mesa (Objective 3) by precluding vehicle access from the West Mesa. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; and providing no improvements to access and circulation.

West Mesa Parking Structure Alternative (Alt 3C)

The West Mesa Parking Structure Alternative would prohibit vehicular traffic along El Prado, east of Balboa Drive and over the Cabrillo Bridge. There would be no public vehicular access to the Park from the West Mesa, and areas reclaimed for pedestrian use would include the Cabrillo Bridge, Plaza de California, El Prado, the Plaza de Panama, and the Mall,. A new subterranean paid parking structure would be located on the West Mesa. Excess soil from excavation of the parking structure would be disposed of at the Arizona Street Landfill. The existing lawn bowling greens would be replaced atop the parking structure. The Organ Pavilion parking lot would be maintained in its current condition. Park visitors entering from the west would park in the new parking structure and either walk across Cabrillo Bridge or take the new tram system. Vehicular access to the project area from the east would be from the Park Boulevard/the Presidents Way entrance.

The West Mesa Parking Structure Alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resource (built environment), and visual quality (architectural character) impacts associated with the Centennial Bridge component of the project. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030, with internal and external roadways/intersections that would operate poorly, resulting in significant mitigable and unmitigable impacts. Like the project, this alternative also would result in significant and mitigable impacts associated with land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), and paleontological resources, and significant unmitigable impacts associated with noise (temporary construction noise). While the West Mesa Parking Structure Alternative would result in impacts

to the same resources as the project, it would result in lesser impacts to biological resources (raptors), because it would not include construction of the project's Centennial Bridge component.

While this alternative would attain some of the project objectives, it would not maintain proximate access to the Park's institutions (Objective 1), because it would place the parking structure further from Plaza de Panama than the project and result in fewer reclaimed pedestrian areas (Objective 2). Additionally, by removing vehicle access to the Central Mesa from the west, access to the Park would not be improved (Objective 3). This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

Inspiration Point Parking Structure Alternative (Alt 3D)

The Inspiration Point Parking Structure Alternative would prohibit vehicle traffic along El Prado, east of Balboa Drive and over the Cabrillo Bridge. There would be no public vehicular access to the Park from the West Mesa, and areas reclaimed for pedestrian use would include the Cabrillo Bridge, Plaza de California, El Prado, the Plaza de Panama, the Organ Pavilion parking lot, and the Mall. Under this alternative, the existing Organ Pavilion parking lot would be converted to parkland. A new above-ground parking structure, which would be free to the public, would be located southeast of the intersection of Presidents Way and Park Boulevard, an area known as Inspiration Point. Vehicular traffic would access the project area from the east via Presidents Way and travel north to the Alcazar parking lot for ADA parking, valet services, or passenger drop-off only. The Alcazar parking lot would be re-graded and reconfigured to accommodate the ADA spaces lost from restoration of the Plaza de Panama.

The Inspiration Point Parking Structure Alternative would avoid the project's significant and unmitigated secondary land use impacts on land use (plan consistency); historical resources (built environment), and visual quality (architectural character) associated with the Centennial Bridge component of the project. However, this alternative has the potential to result in other significant and unmitigable impacts including: impacts to public safety through potential ALUC and AEOZ inconsistencies; impacts to public view corridors; and significant traffic impacts associated with closure of Cabrillo Bridge. Greater traffic impacts compared to the project would occur in the near-term and in 2030 with internal and external roadways and intersections that would operate poorly, resulting in significant mitigable and unmitigable impacts. Like the project, this alternative also would result in significant and mitigable impacts associated with biological (raptors) and historical resources (archaeological), and significant unmitigable impacts associated with noise (temporary construction noise).

This alternative would attain some of the project objectives, as it would remove vehicles from and restore pedestrian uses within El Prado, Plaza de California, the Mall, Pan American Road, and the Organ Pavilion parking lot (Objectives 1 and 2); it would provide convenient drop-off, valet, and ADA-accessible parking in the Alcazar parking lot (Objective 3); and provide a pedestrian link between the Prado and Palisades area (Objective 4). It would not, however, maintain proximate vehicular access to the Park's institutions (Objective 1), because it would place the parking structure further from the Plaza de Panama. This alternative also would

provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts and providing no additional parking in proximity to the Park's institutions.

OPEN CABRILLO BRIDGE ALTERNATIVES

This EIR addresses six alternatives which focus on continuing to allow vehicles on the Cabrillo Bridge both with and without the Centennial Bridge. Two of the open Cabrillo Bridge alternatives include the Centennial Bridge—Gold Gulch Parking Structure Alternative and the No Paid Parking Alternative. Four of the open Cabrillo Bridge alternatives do not include the Centennial Bridge—Tunnel Alternative, Stop Light (One-Way) Alternative, the Modified Precise Plan without Parking Structure Alternative, and the Half-Plaza Alternative.

Gold Gulch Parking Structure Alternative (Alt 4Ai)

Development under the Gold Gulch Parking Structure Alternative would be similar to the project in that it would: maintain vehicular traffic over the Cabrillo Bridge; construct the Centennial Bridge, along with a new road, "Park Road", that traverses the edge of Palm Canyon, similar to Centennial Road, under the project; pedestrianize the Plaza de California, El Prado, the Plaza de Panama, the Mall and Pan American Road East and regrade the Alcazar parking lot to replace the loss of ADA parking, valet and passenger drop off operations from the Plaza de Panama. This alternative would place a new parking structure within Gold Gulch, the canyon located east of the existing Organ Pavilion parking lot. Construction of the parking structure and improvements would require approximately 51,500 cy of export soil, which would be disposed at the Arizona Street Landfill. The parking structure would be a five-level, structure, resulting in the same net increase in parking spaces as the project. The Organ Pavilion parking lot would be converted to parkland, and green space would be added behind the Organ Pavilion. The Gold Gulch Parking Structure Alternative would substantially alter the existing circulation patterns within the project area and vicinity. A new access road ("Park Road") would be constructed from the east between the World Beat Center and the Cultural de la Raza, connecting to Park Boulevard at a new intersection. This road would connect to the top level of the parking structure and would include a bridge over the Tram Way. Road Z would also provide access to the parking structure via Presidents Way. Tram service to and from the Plaza de Panama would be provided.

The Gold Gulch Parking Structure Alternative would not avoid any of the project's significant and unmitigable impacts, and would result in additional potentially significant unmitigable impacts to visual resources (public views, architectural character, landform alteration) due to the location of the parking structure within Gold Gulch, the necessitated landform alteration, and removal of CMPP Significant Trees.

One of the proposed improvements for this alternative is the modification and realignment of the existing signalized intersection of Park Boulevard and Inspiration Point Way (Stitt Avenue). This alternative proposes to move the existing intersection of Inspiration Point Way and Park Boulevard approximately 100 feet to the south. Modification to the traffic signal is needed to accommodate a new eastbound approach to this intersection ("Park Road"), which would serve as one of the entrances to the parking structure within Gold Gulch. The development of this alternative would potentially impact existing structures and buildings, including the Veterans

Memorial located east of Park Boulevard or the World Beat Cultural Center building west of Park Boulevard. These physical constraints have the potential to result in other, off-site impacts, not already identified.

This alternative would have similar traffic impacts compared to the project in the near-term and in 2030, with one internal roadway/intersection that would operate poorly, resulting in a significant, mitigable impact. The Gold Gulch Parking Structure Alternative also would result in the same significant, unmitigable noise (temporary construction) and the same mitigable impacts to land use (MSCP), biological resources (raptors, MSCP), historical resources (archaeological resources), and paleontological resources as the project.

While this alternative would attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1, 2, and 4), it would not maintain parking proximate access to the Park's institutions (Objective 1), because it would place the parking structure further from Plaza de Panama than the project. The Gold Gulch Parking Structure Alternative also would result in fewer benefits than the project, as it would resolve fewer pedestrian/vehicular conflicts, and parking would be located further from the Park's institutions.

No Paid Parking Alternative (Alt 4Aii)

This alternative would contain all of the same features as the project except that parking in the Organ Pavilion parking structure would be free of charge in perpetuity.

All environmental impacts would be similar to the project, with one exception. The lack of parking fees under this alternative would result in two significant but mitigable impacts to internal Park circulation that would not occur with the project. This impact would occur at the intersection of Centennial Road and Presidents Way, because the lack of a parking fee would result in a greater concentration of Park visitors seeking to park at the Organ Pavilion structure.

While this alternative would attain most of the project objectives, it would not meet the objective of implementing a self-sustaining funding plan for the structure's operation and maintenance. Under this alternative, public funds or private funding would be required to pay construction bonds and planned tram operations.

Tunnel Alternative (Alt 4Bi)

The Tunnel Alternative would pedestrianize the entire Plaza de Panama and the eastern portion of the Mall by undergrounding a section of the El Prado roadway. The roadway would go underground approximately 150 feet east of the Plaza de California, and circulate below the Plaza de Panama via a 275-foot-long tunnel that would outlet along the western half of the Mall. Vehicles would then use the newly constructed Centennial Road to access a new underground pay parking structure south of the Organ Pavilion. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project. Like the project, the new parking structure would be covered with a rooftop park, and the Pan American Promenade would connect the rooftop park to the Organ Pavilion and Mall. Also similar to the project, the Alcazar parking lot would be regraded and reconfigured to accommodate ADA parking, valet services and passenger drop-off.

Special construction considerations would be necessitated by this alternative. The tunnel would require an approximately 20-foot-deep underground structure, with 1:1 excavation slopes. Based on the location of the tunnel relative to the arcades, existing pedestrian and historic areas, vertical shoring of the excavated tunnel walls would be necessary in order to prevent impacts to these areas. A drill rig would be required to auger the holes for soldier piles. Potential utility (gas, water, sewer, and electric) relocation may also be required.

Implementation of the Tunnel Alternative would not avoid any of the significant and unmitigable impacts associated with the project, and like the project, would result in significant, unmitigable impacts to land use (plan consistency); historical resources (built environment); visual quality (architectural character); and noise (temporary construction); and mitigable impacts to land use (MSCP), biological resources (raptor, MSCP), historical resources (archaeological resources), and paleontological resources. However, the Tunnel Alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with two intersections that would operate poorly, resulting in significant, mitigable impacts. Unmitigated construction noise also would be greater under this alternative, due to construction requirements for tunnel excavation. Additionally, implementation of the Tunnel Alternative would result in different significant and unmitigable impacts associated with visual effects (public views) and potentially significant air quality (particulates) impacts. The Tunnel Alternative would have overall greater environmental impacts than the project.

This alternative would attain some of the project objectives through reconfiguration of the Alcazar parking lot and construction of the Organ Pavilion parking structure and rooftop park (Objectives 3 and 4). However, it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), which are necessary components of the project. This alternative would result in fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts and providing less restored free and open parkland.

Stop Light (One-Way) Alternative (Alt 4Bii)

Development under the Stop Light (One-Way) Alternative would pedestrianize three-fourths of the Plaza de Panama and the eastern half of the Mall in a plan similar to the Central Mesa Precise Plan Alternative, with one-way eastbound vehicle traffic routed through the southwest corner of the Plaza. Vehicles would continue on a one-way basis through the Plaza de Panama, following the road's present alignment, toward the Organ Pavilion and past the Organ Pavilion parking lot. This alternative would include the installation of a traffic signal in the archway on the west side of the Plaza de California outside the Museum of Man. This alternative would not construct the Centennial Bridge, Centennial Road or the Organ Pavilion parking structure. The ADA parking spaces removed from the Plaza de Panama would be recovered through regrading and reconfiguring of the Alcazar parking lot, similar to the project.

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual (architectural character) impacts by not including the Centennial Bridge component. This alternative also would avoid the project's significant, but mitigated impacts to the MHPA, as it would not include export to the Arizona Street Landfill. However, this alternative would have greater traffic impacts

compared to the project in the near-term and in 2030 with internal and external Park roadways and intersections that would operate poorly, resulting in significant mitigable and unmitigable impacts. Like the project, implementation of the Stop Light (One-Way) Alternative would result in significant and unmitigable temporary construction noise impacts and potentially significant, but mitigable, impacts to biological resources (raptors) and historical resources (archaeological). These impacts would occur to a lesser extent under the Stop Light (One-Way) Alternative, because of the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would partially attain only one of the project objectives through reconfiguration of the Alcazar parking lot (Objective 3). This alternative would fail to meet most of the project's objectives in that it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1); or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2); both of which are necessary components of the project. This alternative also would provide fewer benefits than the project through reducing fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

Modified Precise Plan without Parking Structure Alternative (Alt 4Biii)

The Modified Precise Plan without Parking Structure Alternative would route two-way vehicular traffic along El Prado to the southwest corner of the Plaza de Panama, adjacent to the Mingei International Museum. Valet and passenger drop-offs and tram stop would be provided within the Plaza. Most of the Plaza de Panama and the eastern half of the Mall would be pedestrianized with this alternative. To replace the parking removed from the Plaza de Panama, an equal number of new parking spaces would be created in existing parking lots behind Park institutions and along existing interior streets. The Organ Pavilion parking lot would remain in its existing condition. The ADA parking spaces removed from the Plaza de Panama would be recovered through minor regrading and restriping the Alcazar parking lot (along with the removal of two maintenance sheds at the western edge of the lot); and the creation of additional spaces within the Organ Pavilion parking lot, the areas behind the Museum of Photographic Arts and the Model Railroad Museum, adjacent the southern border of the San Diego Zoo and Old Globe Way. The existing one-way access drives into the Alcazar parking lot would be retained.

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual (architectural character) impacts by not including the Centennial Bridge component. This alternative also would avoid the project's significant, but mitigated impacts to the MHPA, as it would not include export to the Arizona Street Landfill. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030, with an internal intersection and roadway segment that would operate poorly, resulting in significant and unmitigable impacts. Like the project, implementation of the Modified Precise Plan without Parking Structure Alternative would result in significant and unmitigable temporary construction noise impacts, and significant, but mitigable impacts to biological resources (raptors) and historical resources (archaeological) impacts. These same impacts would occur to a lesser extent under the Modified

Precise Plan without Parking Structure Alternative because of the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would partially attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1 and 2) and reconfiguration of the Alcazar parking lot (Objective 3). This alternative would fail to meet most of the project's objectives in that it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1); restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2); or provide additional parking proximate to the Park's institutions (Objective 3), because it does not include the Organ Pavilion parking structure. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

Half-Plaza Alternative (Alt 4Biv)

With implementation of the Half-Plaza Alternative, two-way vehicular traffic would circulate along El Prado. A one-way loop around the Mall and southern half of the Plaza de Panama would be constructed and referred to as "El Cid Island." The loop would consist of a landscaped median/garden area with street trees lining both sides of the roadway. Drop-off and valet zones would be located at the Mingei International Museum and House of Hospitality. The Half-Plaza Alternative would remove parking from the Plaza de Panama and the Alcazar parking lot. The Alcazar parking lot would be converted to green space and reclaimed as parkland; the northern half of the Plaza de Panama and Pan American Road East would be reclaimed for pedestrian use. Parking removed from the Plaza de Panama and Alcazar parking lot would be offset in a new subterranean paid parking structure south of the Organ Pavilion. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project. Also similar to the project, a rooftop park would be constructed on top of the structure. An at-grade access road would be placed along the structure's northern and eastern perimeters, connecting to Pan American Road East north of the structure and to Presidents Way southeast of the structure. (No grade-separated pedestrian overpass is included in this alterative).

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual (architectural character) impacts associated with the Centennial Bridge component of the project, but would create other significant and unmitigable impacts associated with the El Cid Island/Mall extension. Implementation of the Half-Plaza Alternative would result in significant and unmitigable land use (plan consistency) and historical resources (built environment) due to the El Cid Island component. Additionally, this alternative would result in two significant, unmitigable traffic capacity impacts (internal intersection and roadway segment in both 2015 and 2030).

Like the project, implementation of the Half-Plaza Alternative would result in significant and unmitigable noise (temporary construction noise) impacts; and significant mitigable impacts to biological resources (raptors), historical resources (archaeological), and paleontological impacts. These same impacts would occur to a lesser extent under the Half-Plaza Alternative because of

the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would attain, or partially attain, some of the project objectives, as it would place additional parking within proximity to the Park's institutions (Objective 3). However, because it would not entirely remove vehicles from El Prado, Plaza de California, the Plaza de Panama, the Mall, or a portion of Pan American Road (Objective 1) or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), these objectives would only be partially met. This alternative also would provide fewer benefits than the project through reducing fewer pedestrian/vehicular conflicts and providing no ADA parking in proximity to the Park's institutions.

PHASED ALTERNATIVE (ALT 5)

Under the Phased Alternative, construction would proceed in four phases on an "as needed" basis. Each subsequent phase would not occur, unless and until, there was a need due to insufficient parking, traffic/pedestrian conflicts, or impacts on overall park use.

- Phase1: In Phase 1, the landscape and hardscape improvements identified for the project (with the exception of the reflecting pools) would be implemented for most of Plaza and the eastern portion of the Mall. Phase 1 would include the elimination of parking and valet operations within Plaza de Panama, but would continue to allow through traffic within the southwest corner. The Alcazar parking lot would be regraded and reconfigured to accommodate ADA parking and valet services at this phase. Based on the parking demand studies, elimination of parking and valet operations within the Plaza de Panama, indicate parking occupancies at/or over capacity (85%) in the core area. If Park core area parking would exceed (85%), then Phase 2 would be initiated.
- Phase 2: Phase 2 would add the parking structure at the Organ Pavilion parking lot and rooftop park, accessed by a portion of the Centennial Road. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project. The tram loop from the parking structure to Plaza de Panama would be activated. Adding the Organ Pavilion structure would increase parking supply within the core area, however, pedestrian/vehicular conflicts at the Plaza de Panama would still remain. For Phase 2, if pedestrian/vehicular conflicts are not reduced by at least 50%, then Phase 3 would be initiated.
- Phase 3: Phase 3 would close the Cabrillo Bridge to vehicular traffic and include the pedestrianization and restoration of El Prado, the western portion of the Mall, and the remainder of the Plaza de Panama, including the addition of the two shallow reflecting pools. The remainder of Centennial Road also would be completed in this phase and connect the Organ Pavilion parking structure to the Alcazar parking lot. Closing the Cabrillo Bridge is anticipated to reroute Park-destined trips to the Park Boulevard/Presidents Way intersection, as access to the project area would be limited to this location. For Phase 3, if internal roadways and intersections are calculated to operate poorly (LOS E and LOS F), then Phase 4 would be initiated.

- Phase 4: Phase 4 would be the construction of the Centennial Bridge, as defined in the project.

Should the Phased Alternative be built out in its entirety, all impacts would be the same as project impacts. While the majority of project objectives would be met, full built out would not be completed within the time frame vital to the project's success, the centennial anniversary of the 1915 Panama-California Exposition which was commemorated by the opening of the Park.

ALTERNATIVES CONSIDERED BUT REJECTED

In addition to the 13 alternatives fully analyzed, the EIR also considered the following eight alternatives. These alternatives were rejected for the reasons stated.

2004 Jones and Jones Land Use, Circulation and Parking Study Alternative

The 2004 Concept Plan, prepared by Jones & Jones and Civitas, is a comprehensive plan for Balboa Park and recommends relocating parking to periphery locations. Three underground parking structures are recommended: (1) at the Zoo Promenade, (2) near the existing Archery Range below and just north of the Cabrillo Bridge, and (3) an employee parking structure located at the southern portion of Inspiration Point. This Plan would reclaim a total of 115 acres of parkland by rehabilitating several areas for public park use including: the Arizona Landfill; the Archery Range; the Alcazar parking lot; Pan American Plaza; Plaza de Panama, and the Organ Pavilion parking lot.

This alternative was not considered for further analysis for the following reasons:

- In its entirety, this Plan is much larger in scope than the project and would likely be infeasible to implement from an economic standpoint.
- Due to the substantially larger scope, this alternative also would result in greater impacts to a number of resources, likely to include traffic, air quality, noise, greenhouse gases, and cultural (archaeological) resources.
- This alterative would not meet several of the project objectives. By placing parking at periphery locations, this alternative would not meet Objective 1 – "maintaining proximate vehicular access to the Park's institutions". Objective 6, complete implementation by 2015, would be difficult to attain, due to the substantial scope of improvements included under this alternative.

Increased Surface Parking on West Side Alternative

The Increased Surface Parking on West Side Alternative would close the Cabrillo Bridge to vehicular traffic and remove parking from the Plaza de Panama. Vehicular access to the Central Mesa portion of Balboa Park would only occur from the east, via Park Boulevard. Rather than adding a new parking structure, this alternative would reconfigure both Sixth Avenue and Balboa Drive to accommodate additional on-street parking through realignment, roadway widening, and restriping for angled parking along both roadways.

This alternative was not considered for further analysis for the following reasons:

- It is similar to another alternative with parking on the west side of the Park (3C West Mesa Parking Structure Alternative) which is analyzed in detail.
- As indicated in the traffic analysis, alternatives in which the Cabrillo Bridge is closed would result in substantially greater traffic and circulation impacts, than alternatives in which vehicular access is maintained from the West Mesa; therefore, this alterative would result in greater impacts than the project.
- This alternative would not meet several project objectives, including: Objective 1 - maintaining proximate vehicular access to the Park's institutions – because it would close the Cabrillo Bridge to traffic; Objective 3 - improving access to the Central Mesa - because it would not provide vehicular access to El Prado from the West Mesa; and Objective 5 - creating a funding plan for implementation of improvements – because no paid parking or other revenue source for financing of improvements is identified.

Zoo Parking Alternative

The Zoo Parking Alternative is based on joint use of the parking structure component of the Park Boulevard Promenade project. An EIR for this project was certified (SCH #2001121107) and the project approved in 2003; however, no portion of the project has been constructed to date. Implementation of this alternative would close Cabrillo Bridge and El Prado to vehicular traffic and vehicular access to the Central Mesa would be solely from the east via Park Boulevard.

As approved, a new subterranean parking structure would be located along Park Boulevard, just north of Zoo Place, south to the Natural History Museum. The existing asphalt parking lots near Spanish Village and Natural History Museum would be converted to a public promenade connecting the new Zoo entry to El Prado. Additional parking would also be provided in a new parking lot located to the south of the War Memorial Building and a 4.5-acre employee parking lot would be added within the existing Zoo leasehold. Implementation of the Zoo Parking Alternative would result in a net increase in parking in the Central Mesa totaling of 5,352 parking spaces, a net increase in parking of 2,059 spaces.

This alternative was not considered for further analysis for the following reasons:

- The EIR for the Park Boulevard Promenade project concludes that there would be significant unmitigated impacts in 2020 on weekdays to the segment of SR-163 northbound from I-5 to Washington Street in the afternoon peak hour.
- This alternative would reduce significant land use, historical resources and visual quality impacts associated with the project; however it would result in other significant unmitigable impacts. This alternative is similar to another alternative which addresses parking on the east side of the Park (3D Inspiration Point Parking) that is analyzed in detail.
- This alternative would not meet many of the basic objectives of the project, including: Objective 1 - to maintain public and proximate vehicular access to the institutions, which are vital to the Park's success and longevity - because the parking structure

under this alternative is not within close proximity to the institutions within the Central Mesa (approximately 1,855 feet from the Plaza de Panama); Objective 3 - to improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access, and valet parking – because no drop-off or accessible parking would be placed within proximity to El Prado; and Objective 6 – to complete all work prior to January 2015 for the 1915 Panama-California Exposition centennial celebration - because of the large scope and required coordination with the San Diego Zoo, this timeframe would likely be unattainable.

Managed Cabrillo Bridge Closure Alternative

The Managed Cabrillo Bridge Closure Alternative includes the managed closure of Cabrillo Bridge to vehicles at/during peak Park hours/days (i.e., 9:30 A.M. to 5:30 P.M.). Outside of peak times, cars would be allowed to travel across the bridge, on El Prado, and through the southwest corner of Plaza de Panama to the Mall, consistent with the existing condition. Additionally, under this alternative, parking would be permanently removed from the Plaza de Panama, resulting in a net loss of 54 parking spaces. This alternative does not include any other modifications to existing facilities, parking or circulation/transit.

This alternative was not considered for further analysis because it is adequately covered under another alternative (Phased Alternative) that is analyzed in detail.

Quince Street Access Alternative

The Quince Street Access Alternative would construct a new western access to Balboa Park from SR-163, which would require Quince Street and the associated bridge to be converted into a two-way road. The existing northbound SR-163 off ramp at Quince Street would be abandoned, and the existing overpass modified to create a two-way at grade road parallel to northbound SR-163. The new north/southbound road would cross under Cabrillo Bridge and connect to a parking structure, which would be constructed at the existing Organ Pavilion parking lot. The Quince Street access road under this alternative would serve as the new vehicular access to the Central Mesa from the west, allowing the Cabrillo Bridge to be closed to traffic and pedestrianized.

A preliminary engineering analysis was conducted to study how this alternative could be accomplished. As a result, it was determined that the new roadway would impact approximately 14,000 square feet of the Zoo's leasehold and would require 176,950 cubic yards of cut and 60,941 cubic yards of fill, construction of significant retaining walls or manufactured slopes, and the demolition of a large drainage facility. This new road and its associated retaining walls would be visible from SR-163, a designated Scenic Highway, as it traverses under the Cabrillo Bridge and steeply sloping canyon wall to the southwestern corner of the Alcazar parking lot. The roadway alignment would also require retaining walls in excess of 20 feet in height or a bridge spanning more than 1,000 linear feet to create a navigable route up to the Alcazar parking lot that would significantly impact both Cabrillo and Palm canyons.

This alternative was not considered for further analysis for the following reasons:

- Due to the increased scope of improvements and extent of grading operations and landform alteration, this alternative would have greater physical impacts to visual quality (landform alteration, architectural character); biological resources; historical resources (archaeological and built environment); hydrology; water quality, air quality and GHG emissions impacts as compared to the project and would not substantially lessen or avoid any significant environmental impacts.
- This alternative would not meet Objective 6 - complete implementation by 2015 - due to the substantial scope of improvements included under this alternative.

Old Globe Way Access Alternative

The Old Globe Way Parking Structure Alternative would be similar to the Quince Street Alternative, discussed above. Under this alternative, the existing Quince Drive off-ramp from north-bound SR-163 would be used to transform Quince Street and the existing bridge into a two-way road. Instead of going under the Cabrillo Bridge, however, the roadway would climb the canyon behind the Old Globe Theatre to a new parking structure. The "Old Globe Structure" would be several levels high, with an entry from the Quince Street Bridge on the lower level to the west and a top-level entry on the east attaching to Old Globe Way. The Quince Street access road under this alternative would serve as the new vehicular access to the Central Mesa from the west, allowing the Cabrillo Bridge to be closed to traffic and pedestrianized.

This alternative was not considered for further analysis for the following reasons:

- Old Globe Way is very narrow, constrained by existing buildings, and cannot be feasibly widened without demolition of structures. A structure in this location would be required to function as the roadway connection between Old Globe Way above and Quince Street below, mixing through traffic with parking traffic increasing the likelihood of creating a bottleneck during peak arrival/exit times that would not function during these peak hours. This alternative would also be unable to support tram service, due to the substantial grade of a tram route at this location.
- This alternative would avoid significant environmental impacts associated with construction of the Centennial Bridge, but would introduce other significant impacts. This alternative would have greater physical (biological resources, historical resources, traffic, water quality, hydrology, air quality and GHG emissions) and visual impacts (landform alteration, public views), than the project because of the need to climb the canyon wall adjacent to SR-163 (within a Scenic Highway Corridor). Noise and light and glare from vehicle headlights on evening performances at the Old Globe's outdoor theatre.
- This alternative would not meet Objective 6 - complete implementation by 2015 - due to the substantial scope of improvements included under this alternative.

Green Entry/Periphery Parking Alternative

This specific alternative suggested in the public process includes several components. The Cabrillo Bridge, the California Building (Museum of Man) archway into the Plaza de California, and El Prado would become a "green entry" allowing only pedestrians, pedicabs, bicycles, and other non-fossil fuel vehicles (and emergency vehicles) to enter. This would allow El Prado and the Plaza de Panama to be reclaimed for primarily pedestrian-only use. The Mall and Pan American Road would remain open to vehicular traffic.

Most public parking would be eliminated from the heart of the Central Mesa. Two periphery parking structures would be constructed: one at Nate's Point Dog Park with grass to support a rooftop dog park; and another at the existing Federal Building surface parking lot.

This alternative would include the widening of Presidents Way between Park Boulevard and Pan American Plaza to four lanes in order to accommodate additional traffic in this area, and would be accomplished through the elimination of existing parallel parking. The existing Palisades parking lot would then be reclaimed as a pedestrian plaza. Angled parking also would be provided along Balboa Drive from El Prado to Marston Point. Accessible parking would be retained in limited designated areas in the Central Mesa. The Alcazar parking lot would be retained for accessible and special permit parking only and the Organ Pavilion parking lot would remain in its current condition. All valet service would be eliminated from the Park.

This alternative would include a one-dollar per day fee to be implemented for all parking spaces in the Park using new ticket machines, similar to those being installed downtown.

This alternative was not considered for further analysis for the following reasons:

- This alternative has a combination of features contained in other alternatives that are addressed in detail, including the West Mesa Parking Structure Alternative with parking on the west side of the Park and the Inspiration Point Parking Structure Alternative with parking on the east side of the Park.
- This alterative would fail to meet many of the project objectives, including: Objective 1 - to maintain public and proximate vehicular access to the institutions, which are vital to the Park's success and longevity – because only a limited number of vehicles would gain access to the Central Mesa from the west; Objective 2 - to restore pedestrian and park uses to El Prado, Plaza de Panama, Plaza de California, the Mall – because "green" vehicles would still be permitted with these areas; and Objective 3 - to improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access – because under this alternative access from the west is constrained to limited number of Park visitors.

Sixth Avenue Bridge Extension

The Sixth Avenue Bridge Extension alternative suggested in the public process includes several components. The Sixth Avenue Bridge Extension Alternative includes a new one-way (west-bound) bridge from near the Automotive Museum at the southern end of Pan American Plaza to

Sixth Avenue over SR-163. The roadway could incorporate some of the existing roadway that leads to Sixth Avenue from Balboa Drive. The Cabrillo Bridge and El Prado would be converted to one-lane of east-bound travel, allowing the second lane to be available for pedestrian, tram, or other use.

Under this alternative, El Prado, the Plaza de Panama, the Plaza de California, Mall, Pan American Road and the Organ Pavilion parking lot, would all remain open to vehicular use and/or parking. Additional parking would be located in several locations, including a two-three level parking structure at the existing Inspiration Point parking lot; angled parking along Balboa Drive and surface parking on Quince Drive. Accessible parking would be located directly in front of the Art Museum in the Plaza de Panama and all time-restricted spaces would be relocated to the Alcazar parking lot.

This alternative was not considered for further analysis for the following reasons:

- This alternative has a combination of features contained in other alternatives that are addressed in detail, including parking on the west side of the Park (3C West Mesa Parking Structure Alternative) and an above-ground parking structure at Inspiration Point (3D Inspiration Parking Structure Alternative).
- This alternative would have greater physical (landform alteration, biological resources, historical resources) and similar visual impacts than the project because of the need to construct a new bridge over SR-163 (within a Scenic Highway Corridor); however, it would reduce the significant and unmitigated impacts to land use, historical resources, and visual quality (architectural character) associated with the Centennial Bridge.
- This alternative would not meet Objectives 1 or 2 – to remove vehicles from the Plaza de Panama, El Prado, Plaza de California, the Mall (also called "the Esplanade"), and Pan American Road East and restore these areas for pedestrian use – as this alternative would continue to permit vehicular use and/or parking within all of these areas.
- This alternative includes the construction of a new bridge over SR-163. Timing of implementation of this alternative would be contingent upon receiving an encroachment permit from Caltrans and construction would need to be coordinated with construction of Caltrans' Laurel Street (Cabrillo) Bridge Overcrossing Seismic Retrofit/Rehabilitation project. Therefore, Objective 6, complete implementation by 2015, would be difficult to attain.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative (ESA), the EIR must identify an environmentally superior alternative from the other alternatives. The proposed project itself may not be identified as the environmentally superior alternative. Therefore, the Half-Plaza Alternative is identified as the environmentally superior project for the following reasons.

- This alternative would avoid the historic/land use/visual impacts of Centennial Bridge.

- Significant unmitigable temporary construction noise impacts and significant mitigable impacts to biological resources, historical resources, and paleontological resources would be reduced, but not entirely avoided, because of the reduced development intensity that would occur under this alternative.
- It would improve traffic conditions, reducing the number of failing intersections and roadway segments in 2030 from 9 to 7 and reduce the number of pedestrian/vehicular conflict areas from 20 to 10 compared to the No Project (No Development) Alternative.

Adoption of the ESA would substantially mitigate impacts of the project, though in some cases, not to an insignificant level. Because of the complex nature of the Park and interdependence of land uses, no alternative is completely free of environmentally impacts. Adoption of the proposed plan or the ESA would require decision makers to make specific findings which state that: (1) economic, social, or other considerations make the mitigating measures infeasible; and (2) there are Overriding Considerations which make impacts acceptable.

MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

The following mitigation measures identified in the EIR would be made conditions of approval of the proposed project and would reduce corresponding impacts. See attached MMRP for a detailed description of mitigation measures discussed below.

LAND USE (MSCP)

The project could have potential significant indirect impacts to the adjacent MHPA because of the export of soils to the Arizona Street Landfill. To mitigate this impact, **s**pecific measures shall be adhered to before a construction permit is issued, before construction starts, and during construction, in order to ensure that the project is in conformance with the associated discretionary permit conditions, the MSCP, and the Land Use Adjacency Guidelines for the MHPA (Mitigation Measure LU-1). Implementation of this measure, potential impacts to the MSCP would be reduced to below a level of significance.

HISTORICAL RESOURCES (ARCHEOLOGICAL RESOURCES)

The project could have a potentially significant impact to subsurface prehistoric or historic deposits because the project site is known to have archeological resources on-site. To mitigate this impact, a qualified archeological monitor and Native American monitor shall be present during all phases of grading including pre-construction activities and provide the appropriate documentation and direction should artifacts be uncovered (Mitigation Measure HR-1). If significant archeological resources are found during construction, the qualified archeological monitor shall determine the appropriate measures to reduce the potential impact to a less than significant level. With this measure, potential impacts to archeological resources would be reduced to below a level of significance.

TRANSPORTATION/CIRCULATION AND PARKING

The rerouting of traffic through the internal Presidents Way/Centennial Road intersection would result in a significant traffic impact in the year 2030. To mitigate this impact, the intersection shall be monitored to determine the future level of operation (Mitigation Measure TR-1). If this intersection operates at an unacceptable level, Centennial Road shall be converted to the primary roadway with the secondary roadway to the Palisades parking lot being stop controlled. With this measure, potential impacts to transportation/circulation would be reduced to below a level of significance.

BIOLOGICAL RESOURCES (WILDLIFE SPECIES)

The project would have a potentially significant impact to nesting raptors, as suitable raptor nesting habitat would be affected by construction. To mitigate this impact, prior to the first pre-construction meeting proof must be shown that a qualified biologist has been retained to verify that all biological related plans, and surveys has been completed and updated. Additionally, if project grading is proposed during the raptor breeding season (February 1–September 15), the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet of the development area and submit a letter report to prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines to the satisfaction of the ADD of the Entitlements Division (Mitigation Measure BR-1). With this measure, the potential biological resource impacts would be reduced to below a level of significance.

NOISE (TEMPORARY CONSTRUCTION)

The project would have a temporary significant noise impact because interior noise could exceed 45 dB during project construction. The project will be conditioned to require the project applicant to implement noise control measures during all construction activity (Mitigation Measure N-1). Implementation of this measure would reduce temporary interior construction nuisance noise impacts, but not to a level less than significant. Short-term, temporary impacts would remain significant.

PALEONTOLOGICAL RESOURCES

The project site is located within moderate and high sensitivity potential areas for paleontological resources. Since the project includes over 1,000 cubic yards of cut to a depth of over 10 feet, a significant impact to paleontological resources could occur with the implementation of the proposed project. To mitigate this potential impact, a qualified paleontological monitor shall be present during grading activities. If paleontological resources are located, the resources shall be recorded by the paleontologist at the San Diego Natural History Museum (Mitigation Measure PAL-1). With this measure, the potential impact on paleontological resources would be reduced to below a level of significance.

RESULTS OF PUBLIC REVIEW

( ) No comments were received during the public input period.

( ) Comments were received but did not address the draft Environmental Impact Report finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.

( ) Comments addressing the findings of the draft Environmental Impact Report and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Copies of the ENVIRONMENTAL IMPACT REPORT, the Mitigation Monitoring and Reporting Program and any Initial Study material are available in the office of the Entitlements Division for review, or for purchase at the cost of reproduction.

Cecilia D. Gallardo, AICP
Assistant Deputy Director

January 23, 2012
Date of Draft Report

Date of Final Report

Analyst: E. SHEARER-NGUYEN

PUBLIC REVIEW DISTRIBUTION:

The following individuals, organizations, and agencies received a copy or notice of the EIR and were invited to comment on its accuracy and sufficiency:

DISTRIBUTION:

FEDERAL
U.S. Fish and Wildlife Service (23)

STATE OF CALIFORNIA
CALTRANS, District 11 (31)
California Department of Fish and Game (32)
Department of Toxic Substance Control (39)
Office of Historic Preservation (41)
Regional Water Quality Control Board, Region 9 (44)
Native American Heritage Commission (222)
State Clearinghouse (46A)
CALTRANS, Division of Aeronautics (51)
Native American Heritage Commission (56)

CITY OF SAN DIEGO
Mayor's Office (91)
Councilmember Lightner, District 1 (MS 10A)
Councilmember Faulconer District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Young, District 4 (MS 10A)
Councilmember DeMaio, District 5 (MS 10A)
Councilmember Zapf, District 6 (MS 10A)
Councilmember Emerald, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Development Services
- E Shearer-Nguyen/A McPherson - EAS
- J Harkness - Park and Recreation
- M Panglion - Long-Range
- B Prinz - LEA
- C Winterrowd - Plan Historic
- J Canning - Engineering
- Khaligh/Gonsalves - Transportation
- P Thomas - Geology
- G Geiler - Planning Review
- E Turner - ESD
- S Castillo - ESD
- M Rastakhiz - PUD
- M Sokolowski - DPM

Park and Recreation Board, Design Review Committee (77)

Fire and Life Safety Services (79)
Library, Government Documents (81)
Central Library (81A)
North Park (81T)
Park & Recreation Board (83)
Real Estate Assets (85)
Historical Resources Board (87)
City Attorney (MS59)
Patti Philips, Real Estate Assets
L Trame, Fire and Life Safety Services
Police Department

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS
San Diego Association of Governments (108)
Union Tribune City Desk (140)
San Diego Chamber of Commerce (157)
San Diego Convention & Visitors Bureau (159)
Sierra Club (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
Citizens Coordinate For Century 3 (179)
Endangered Habitats League (182A)
Community Planners Committee (194)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Historical Society (211)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Louie Guassac (215A)
Clint Linton (215B)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Public Notice and Exhibits Only] (225A-R)
Balboa Park Committee (226)
Balboa Park Committee (226A)
Balboa Club (223B)
San Diego City College (238)
Centre City Development Corporation (242)
Centre City Advisory Committee (243)
Greater Golden Hill Planning Committee (259)
Hillcrest Business District (262)
North Park Planning Committee (363)
Burlingame Homeowners Association (364)

North Park Community Association (366)
Middletown Property Owner’s Association (496)
Uptown Planners (498)
Greater Golden Hill (259)
Committee of One Hundred
Friends of Balboa Park
Balboa Park Cultural Partnership
Centro Cultural de la Raza
Marston House
Museum of Photographic Arts
Reuben H. Fleet Science Center
San Diego Air & Space Museum
San Diego Art Institute
San Diego Automotive Museum
San Diego Hall of Champions
San Diego History Center
San Diego Railroad Museum
San Diego Museum of Man
San Diego Museum of Art
Timken Museum of Art
Veterans Museum and Memorial Center
World Beat Center
Bon Temps Social Club
Civic Dance Arts
Marie Hitchcock Puppet Theater
San Diego Civic Youth Ballet
San Diego Junior Theatre
San Diego Youth Symphony
Spreckels Organ Pavilion
Starlight Theatre and Starlight Bowl
The Old Globe
Balboa Park Carousel
Balboa Park Miniature Railroad
Balboa Park Visitors Center
House of Pacific Relations Int'l Cottages
Photographic Arts Building
San Diego Zoo
Spanish Village Art Center
United Nations Building
1935 (Old) Cactus Garden
Alcazar Garden
Australian Garden
Botanical Building
California Native Plant Garden
Casa Del Rey Moro Garden
Children's Ethnobotany Garden

Desert Garden
Japanese Friendship Garden
Marston House Garden
Palm Canyon
Rose Garden
San Diego Botanical Garden Foundation
San Diego Floral Association
San Diego Zoo Botanical Collection
Veterans Memorial Garden
Zoro Garden
Balboa Park Activity Center
Balboa Park Golf Complex
Balboa Park Senior Lounge
Balboa Tennis Club
Lawn Bowling
Morley Field Sports Complex
Municipal Gymnasium
Play Areas and Picnics
San Diego Mineral and Gem Society
Naval Medical Center San Diego
The Prado at Balboa Park
Albert's Restaurant
Café in the Park
Daniel's Coffee Cart
Dinosaur Café
Flight Path Grill
Galileo's Café
Home Plate Bar & Grill
Lady Carolyn's Pub
SDMA Sculpture Court Café by Guiseppe
Snack Carts
The Tea Pavilion
Village Grill
San Diego City College
San Diego Archers
Roosevelt Middle School, Dr. Arturo Cabello, 3366 Park Boulevard, San Diego, CA 92103-5207
Aaron Garland
Aaron Quintanas
Adrian Florido
Al Stovall
Alana Coons
Andrew Bowen
Ann Fathy
Ann Garwood
Bernadine King
Brad Harris

Brad Hilliker
Brian Franko
Bruce Coons
Carin Howard
Carol Spong
Constance Mullin Branscomb
Dale Hess
Dale May
Dan Soderberg
Dave Zaleckis
David Kinney
David Lang
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Gaye North
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Glenn R. Stokes
Harold Ayer
James D. Phelan
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Jarvis Ross
Jay Coffman
Jay Shumaker
Jinna Albright
Jeri Dilno
Jessica McGee
Jim Daly
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Michael Hagen
Nancy Moors
Norm De Witt
Paul Kessel
Philippe Piquet
Richard Gorin
Richard W. Amero
Rob Sidner
Rodin Reedy
Ronald V. May
Rosemary Reed
Ross Porter
Susan Hoekenga
Suzanne Tawill Bellach
Sylvia Naliboff
Thomas Hemlock
Tom Fox
Valare Tamborelli
William V. Trask
John Lomac
Veronica McGowan
Louis G. Spisto, The Old Globe
San Diego Council of Design Professionals
Joan Dahlin League of Women's Voters of SD
Mike Kelly, The Committee of One Hundred
Michael Murphy
Allen A. Hazard
James G. Kidrick
Clark Fernon
Kevin Swanson
San Diego Archers
SOHO

S.0 Executive Summary

S.1 Project Synopsis

This summary provides a brief synopsis of: (1) the Balboa Park Plaza de Panama project, (2) the results of the environmental analysis contained within this Environmental Impact Report (EIR), (3) the alternatives to the project that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

S.1.1 Project Location and Setting

The proposed Balboa Park Plaza de Panama project site is within the City of San Diego, about 5.6 miles east of the Pacific Ocean; approximately 1.5 miles northeast of San Diego Bay; approximately 13 miles north of the United States-Mexico border; and immediately northeast of downtown San Diego.

Balboa Park, which serves as its own Community Plan area, is bounded on the west and north by the Uptown Community Plan area, the Centre City Community Plan area to the southwest, the Greater Golden Hill Community Plan area to the southeast, and the Greater North Park Community Plan area to the east and northeast. The Park is generally bounded by 28th Street to the east; Sixth Avenue to the west; Upas Street to the north; and Russ Boulevard to the south.

Balboa Park is characterized by a variety of landforms including natural areas, with steep, vegetated canyons; gardens; open spaces, including the golf course and Morley Field; and developed areas. The project site is within a 15.4-acre area centrally located in the Central Mesa area of the Park. Much of the Central Mesa is a designated National Historic Landmark and is home to a large number of the cultural amenities and attractions found within the Park. El Prado, the Plaza de Panama, and Pan American Road East, along with the existing Alcazar and Organ Pavilion parking lots, were previously graded and are paved. The Alcazar Garden and the Mall were developed as green spaces.

The Arizona Street Landfill is an off-site project component which would be used as the disposal area for the soil export generated through construction of the Organ Pavilion parking structure. The Arizona Street Landfill is an inactive landfill equipped with a landfill gas collection system and a flare station. Land uses are restricted because of a lack of formal closure, irregular settlement of the ground surface, and past problems with methane generation. However, the City Park and Recreation Department utilizes a

portion of the landfill for maintenance sheds and equipment storage. The second off-site project component is a temporary access road within Cabrillo Canyon adjacent to SR-163 which would be utilized during construction of the Centennial Bridge abutments and piers.

S.1.2 Project Description

The following discretionary actions would be considered by the San Diego City Council:

- Balboa Park Master Plan Amendment
- Central Mesa Precise Plan Amendment
- Site Development Permit.

There are six components to the Balboa Park Plaza de Panama project:

1. Plaza de Panama
2. El Prado and Plaza de California
3. Centennial Bridge and Centennial Road
4. Alcazar Parking Lot
5. The Mall and Pan American Promenade
6. Parking Structure, Rooftop Park, and Tram.

Presently, vehicles travel along El Prado from the West, then proceed across the Cabrillo Bridge, through Plaza de California, to the Plaza de Panama, where limited parking is available. Cars may then continue south through the Mall toward the Alcazar parking lot or the Organ Pavilion parking lot via Pan American Road East.

The basic concept of the project is to remove vehicular access and parking from the Plaza de Panama, El Prado, Plaza de California, the Mall, and Pan American Road East. This would then allow these areas to be used by pedestrians only, and would reclaim additional Park acreage for visitor usage. Traffic would be routed via a two-way circulation pattern. A new bridge, “Centennial Bridge,” would connect the eastern end of Cabrillo Bridge to the western side of the Alcazar parking lot. From that point a new “Centennial Road” would traverse through the Alcazar parking lot exiting to the east; then continue to the south past a new Organ Pavilion parking structure (where users can access the parking structure via two entry ramps), then connect to Presidents Way. A tram would provide service from the parking structure to the Plaza de Panama. Existing one-way access along Pan American Road West and Pan American Place would

continue to be restricted to authorized/emergency vehicles only. Excavation activities required for construction of the underground parking structure would require that the project dispose of excess soils within the inactive Arizona Street Landfill. These and other features of the proposed project are discussed in greater detail in the EIR.

S.1.3 Project Objectives

The underlying purpose of the Balboa Park Plaza de Panama project is to restore pedestrian and park uses to the Central Mesa and alleviate vehicle and pedestrian conflicts (defined as vehicles and pedestrians potentially crossing the same area at the same time).

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following primary objectives support the purpose of the project, assist the lead agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

1. Remove vehicles from the Plaza de Panama, El Prado, Plaza de California, the Mall (also called “the Esplanade”), and Pan American Road East while maintaining public and proximate vehicular access to the institutions which are vital to the park’s success and longevity.

2. Restore pedestrian and park uses to El Prado, Plaza de Panama, Plaza de California, the Mall, and re-create the California Gardens behind the Organ Pavilion.

3. Improve access to the Central Mesa through the provision of additional parking, while maintaining convenient drop-off, disabled access, and valet parking, and a new tram system with the potential for future expansion.

4. Improve the pedestrian link between the Central Mesa’s two cultural cores: El Prado and the Palisades.

5. Implement a funding plan including bonds that provides for construction of a self-sustaining paid parking structure intended to fund the structure’s operation and maintenance, the planned tram operations, and the debt service on the structure only.

6. Complete all work prior to January 2015 for the 1915 Panama-California Exposition centennial celebration.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, located at the end of this section, summarizes the results of the environmental analysis completed for the Balboa Park Plaza de Panama project. Table S-1 identifies significant project impacts and includes mitigation measures to reduce and/or avoid the environmental effects as feasible, with a conclusion as to whether the impact would be mitigated to below a level of significance. The mitigation measures listed in Table S-1 are also discussed within each relevant topical area and within the Mitigation Monitoring and Reporting Program (MMRP) included as Section 10.0 of this EIR.

Standard environmental design measures are proposed during the grading and construction phase to reduce adverse environmental effects related to those activities. Additional measures are proposed from a project design standpoint to reduce long-term adverse impacts for the issues of land use, traffic/circulation and parking, noise, air quality, public utilities, and cultural and biological resources. These measures are considered project features and are not included in Table S-1.

All of these environmental design measures in addition to further discussion of potential and anticipated environmental impacts are detailed in Chapters 3 and 4, and further discussed in Chapters 5, 7, 8, and 9.

S.3 Areas of Controversy

The Notice of Preparation was distributed on March 23, 2011, for a 30-day public review and comment period and a public scoping meeting was held on April 14, 2011. Public comments were received on the Notice of Preparation and comments from the scoping meeting reflect controversy related to several environmental issues. The Notice of Preparation, comment letters, and comment forms are included in this EIR as Appendix A.

Controversy associated with the Balboa Park Plaza de Panama project primarily concerns the issues of land use (compatibility with plans), visual (public views, topographic alteration, architectural compatibility), traffic (vehicle and pedestrian circulation, access and parking), recreation (impacts to existing park uses), and historic (effects on the Balboa Park National Historic Landmark District) caused by the Centennial Bridge/Road as well as the effects of project construction noise on Park institutions. In addition, many alternative project scenarios were suggested. All of the issues under the purview of CEQA are analyzed in the EIR.

S.4 Issues to be Resolved by the Decision-Making Body

The issues to be resolved by the decision-making body (in this case the City of San Diego City Council) are whether: (1) the significant impacts associated with the environmental issues of land use (Multiple Species Conservation Program [MSCP]), historical resources (potential subsurface archaeological), transportation/circulation and parking (Presidents Way/Centennial Road), biological resources (sensitive species), and paleontological resources would be fully mitigated to below a level of significance; (2) there are overriding reasons to approve the project despite the significant unmitigable land use (plan consistency), historical resources (built environment), visual effects and neighborhood character (architectural style), and noise (construction) impacts; or (3) to approve any of the alternatives instead of the proposed project.

S.5 Project Alternatives

To fully evaluate the environmental effects of the proposed project, CEQA mandates that alternatives to the project be analyzed. Section 15126.6 of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives. Alternatives may be rejected based on failure to meet most of the basic project objectives or inability to avoid significant environmental effects.

The alternatives identified below are intended to further reduce or avoid significant environmental effects of the proposed project. The EIR addresses multiple modified project alternatives in addition to two "no project" alternatives. Each environmental issue area has been given consideration in the alternatives analysis. Table S-2 compares the environmental impacts of each of the alternatives to those of the project. Alternatives to the proposed project are evaluated in full detail in Chapter 9 of this document.

S.5.1 No Project Alternatives

The two "no project" alternatives are the No Project (No Development/Existing Conditions) Alternative and the No Project (Central Mesa Precise Plan [CMPP]) Alternative, which is development consistent with the adopted Central Mesa Precise Plan.

The **No Project (No Development/Existing Condition) Alternative** would maintain Balboa Park in its current condition and would be equivalent to the existing environmental setting. The No Project (No Development/Existing Condition) Alternative would maintain the existing patterns of vehicle and pedestrian access to portions of Balboa Park including El Prado, Plaza de California, Plaza de Panama, the Mall, and Pan American Road. Therefore, under this alternative, the Centennial Bridge and Road would not be constructed; the Alcazar parking lot would remain in its existing configuration and the Palm Canyon walkway to the intersection with Pan American Road would not be constructed; and no pedestrian restoration or other landscape and hardscape improvements would occur within Plaza de California, El Prado, Plaza de Panama, the Mall, or Pan American Road. The Organ Pavilion parking lot would remain as is, with no construction of an underground parking structure or rooftop park.

Traffic flow would follow via the current pattern. Two-way vehicular traffic entering the Park from the west proceeds across Cabrillo Bridge and enters El Prado through Plaza de California. Traffic proceeds along El Prado and into Plaza de Panama, where limited parking is available. Cars continue south toward the Alcazar parking lot or the Organ Pavilion parking lot via Pan American Road. An existing tram circulates through the Park daily, providing shuttle service from the existing Inspiration Point lot to several tram stop locations. The tram continues west along El Prado, Plaza de California, and Cabrillo Bridge off-site to Sixth Avenue where it proceeds north to the next corner and circles back into the Park on Balboa Drive.

Should the No Project (No Development/Existing Condition) Alternative be implemented, the project's significant impacts associated with land use (plan consistency), historical resources (built environment, archaeological resources), visual quality (architectural style), biological resources (raptors, MSCP), construction noise, and paleontological resources would not occur.

The No Project (No Development/Existing Condition) Alternative would not provide any of the project's benefits, including: pedestrian improvements; resolution of pedestrian/vehicular conflicts; free and open parkland or additional parking.

Also, under this alternative no improvements to internal or external Park circulation would occur, resulting in three failing intersections and four failing roadway segments in the near-term and nine failing intersections and nine failing roadway segments in 2030. The project also would install LID storm water and drainage facilities within the project area, which may result in improved water quality of runoff than in under the existing condition. These benefits would be foregone under this alternative. Further, while adoption of the No Project (No Development/Existing Condition) Alternative would maintain the existing condition of the site and avoid several of the project's significant impacts, none of the project objectives would be attained.

This No Project Alternative would not meet any of the project objectives discussed above.

Consistent with the adopted **No Project (Central Mesa Precise Plan) Alternative**, the Alternative would provide one-way eastbound vehicular access from the West Mesa during tram service hours (9:30 a.m. to 5:00 p.m.), and two-way vehicular access during non-tram service hours. Vehicles would access the Central Mesa via the Cabrillo Bridge. Passenger drop-off zones would be provided along El Prado. Traffic would be routed to the southwest corner of the Plaza de Panama, and parking would be removed from the Plaza allowing only passenger drop-off and tram loading/unloading, enabling approximately three-fourths of the Plaza to be reclaimed for pedestrian use. Landscape and hardscape improvements would be implemented with the CMPP Alternative, including new lawn panels, trees, and furniture.

The circulation plan would route one-way traffic to the Alcazar parking lot via the existing access drives from the Mall. The Alcazar parking lot would be regraded, similar to the project, and reconfigured in order to accommodate the majority of ADA parking in proximity to the Prado. The parking lot would include 56 accessible spaces at a 2 percent slope. Both the intra-park tram and vehicles would utilize the western portion of the Mall and bicycles and pedestrian traffic would flow on the east side of the Mall roadway. Similar to the project, vehicular traffic would use Centennial Road, which connects the Mall to a new subterranean parking structure located behind the Organ Pavilion. An underground parking structure with a rooftop park would be constructed at the location of the existing Organ Pavilion parking lot. This lot would hold 1,000 to 1,500 spaces, thus resulting in a net gain in parking, compared to the existing condition, of approximately 568 to 1,068 spaces. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project.

The portion of Pan American Road East, adjacent to the new parking structure, would be converted to a narrow pedestrian promenade. The Pan American Promenade would connect the rooftop park to the Organ Pavilion. The intra-park tram would travel from the western side of the Mall onto the Pan American Promenade and into Pan American Plaza, outside the project area. Implementation of the CMPP Alternative would avoid the significant and unmitigable land use (plan consistency), historical resources (built environment), and visual quality (neighborhood character/architecture) impacts associated with the project. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

The CMPP Alternative also would result in significant and unmitigable construction noise impacts, similar to the project. Its implementation would result in significant, mitigable land use (MSCP), historical resources (archaeological), biological resources (raptors,

MSCP), and paleontological impacts. These same impacts would occur with the project, but would vary in location and extent compared to the CMPP Alternative.

While this alternative would attain some of the project objectives, it would fail to meet several project objectives and would provide fewer benefits in regard to removing pedestrian/vehicular conflicts and restoring areas now dominated by vehicular use. The CMPP Alternative would not remove vehicles from El Prado, Plaza de California, the Mall, or a portion of Pan American Road (Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2) which are necessary components of the project.

S.5.2 Pedestrianize Cabrillo Bridge Alternatives

This EIR addresses four alternatives that focus specifically on prohibiting vehicles on the Cabrillo Bridge, El Prado, the Plaza de California, the Plaza de Panama, and the Mall. The four alternatives in this category include the No New Parking Structure Alternative, Organ Pavilion Parking Structure Alternative, West Mesa Parking Structure Alternative, and Inspiration Point Parking Structure Alternative. As indicated by their name, each alternative entails differences in the extent and/or location of additional parking. These alternatives do not include the Centennial Bridge component of the project and were selected to provide a range of scenarios whereby the significant land use (plan consistency), historical resource (built environment), and visual quality (architectural character) impacts associated with the Centennial Bridge project component would be avoided or reduced. Each of the alternatives is described below.

S.5.2.1 No New Parking Structure Alternative (Alt 3A)

As is common to all four Pedestrianization of Cabrillo Bridge alternatives, the No New Parking Structure Alternative (Alt 3A) would close El Prado (east of Balboa Drive), the Cabrillo Bridge, the Plaza de California, the Plaza de Panama and the Mall to vehicles. The existing 21 ADA parking spaces, passenger drop-off, and valet operations removed from the Plaza de Panama would be accommodated in the regraded and reconfigured Alcazar parking lot. The non-ADA parking removed from the Plaza de Panama would not be replaced. All other existing parking lots would be retained. The No New Parking Structure Alternative would thus result in a net loss of 158 parking spaces (i.e., the non-ADA spaces removed from Plaza de Panama and the loss of existing Alcazar parking spaces due to the reconfiguration).

The El Prado, Plaza de California, Plaza de Panama, and the Mall would be repaved using compatible paving materials suitable for pedestrian use. The existing driveway connecting Pan American Road and the Alcazar parking lot would be widened to accommodate two-way traffic adjacent to the Mall. The rest of the landscape and hardscape improvements identified for the project would also be implemented with the No New Parking Structure Alternative, including new trees and foundation plantings

along El Prado; widened median and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama.

The No New Parking Structure Alternative would avoid the project's significant and unmitigable land use (plan consistency); historical resource (built environment), and visual quality (architectural character) impacts, by not including the Centennial Bridge project component. The No New Parking Structure Alternative would also reduce (but not completely avoid in all cases) the project's significant and mitigable land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), paleontological resource, and noise (temporary construction noise) impacts, due to a less intensive construction footprint; however, interior construction noise impacts would remain significant and unmitigable under this alternative.

This alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

While the No New Parking Structure Alternative would attain some of the project objectives (1 and 2) by removing vehicles from El Prado, the Plaza de California, the Plaza de Panama, and the Mall; repaving and replanting these areas in accordance with restored pedestrian use; and resolving some traffic hazards, it would not provide additional parking (Objective 3), improve tram service between the Prado and Palisades (Objective 4) or include a funding plan for improvements (Objective 5). This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

S.5.2.2 Organ Pavilion Parking Structure Alternative (Alt 3B)

Development under this alternative would prohibit vehicle traffic along El Prado, east of Balboa Drive and over the Cabrillo Bridge. There would be no public vehicular access to the Park from the West Mesa, and a total of 7.29 acres would be reclaimed for pedestrian use including the Cabrillo Bridge, Plaza de California, El Prado, the Plaza de Panama, the Mall, Pan American Road East, and the existing Organ Pavilion parking lot. The landscape and hardscape improvements identified for the project would also be implemented with the Organ Pavilion Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, widened median, and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama.

Vehicular access to the Central Mesa would be from the east via Presidents Way, Space Theater Way, or Village Place. Upon entrance from Presidents Way, vehicle traffic would continue to the parking structure/rooftop park included at the site of the existing Organ Pavilion parking lot. Vehicular traffic could continue north via the new Centennial Road to the Alcazar parking lot for ADA parking, valet services, or passenger drop-off, only.

Under this alternative, there would be only a single entrance/exit into the Alcazar parking lot. Like the project, a tram loop would run from the parking structure to the Plaza de Panama. This alternative would provide a net increase of 273 parking spaces through the construction of a 798-stall, underground pay parking structure at the location of the Organ Pavilion parking lot, same as the project. Also similar to the project, the roof of the parking structure would be covered with a landscaped park and the Pan American Promenade would be constructed to connect the rooftop park to the Organ Pavilion and Mall, and excess cut would be disposed of at the Arizona Street Landfill.

The Organ Pavilion Parking Structure Alternative would avoid the significant and unmitigable project impacts to land use (plan consistency); historical resources (built environment); and visual quality (architectural character). However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, this alternative would result in significant and mitigable impacts associated with land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), and paleontological resources, and significant and unmitigable impacts associated with noise (temporary construction noise).

While this alternative would attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1, 2, and 4), it would not improve access to the Central Mesa (Objective 3) by precluding vehicle access from the West Mesa. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; and providing no improvements to access and circulation.

S.5.2.3 West Mesa Parking Structure Alternative (Alt 3C)

Development under this alternative would remove vehicle traffic from, and pedestrianize El Prado, the Cabrillo Bridge, Plaza de California, the Mall, and Plaza de Panama. A new 798-space, subterranean paid parking structure would be located on the West Mesa, at the northeast corner of El Prado and Balboa Drive, at the location of the existing lawn bowling greens. Excess cut from excavation of the parking structure would be disposed of at the Arizona Street Landfill. After construction of the parking structure, the lawn bowling facilities would be replaced in their current location, atop the parking structure. The location of the West Mesa parking structure would be 2,206 feet from the Plaza de Panama, approximately 1,206 feet further than the project's parking structure at the Organ Pavilion location.

Parking would be removed from the Plaza de Panama and the Alcazar parking lot would be regraded and reconfigured to accommodate the loss of ADA parking and to create a new location for valet operations and passenger drop-off. Landscape and hardscape

improvements identified for the project would also be implemented with the West Mesa Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, widened median, and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama.

The Organ Pavilion parking lot would be maintained in its current condition, allowing this alternative to net 640 additional parking spaces, approximately 367 more spaces than with the project. Pan American Road East would remain open to vehicular traffic, and the Pan American Promenade would not be constructed under this alternative. Reclaimed pedestrian areas would total 4.01 acres, approximately 2.4 acres less than the project.

Circulation within, and access to, the Central Mesa would change under this Alternative. Visitors to the Park who wish to enter from the west, would park in the new parking structure and either walk across Cabrillo Bridge or take the new tram system, which would loop from the parking structure to the Plaza de Panama. The West Mesa parking structure would be accessed via two driveways connecting to Balboa Drive, which would be converted to a two-way street under this alternative. Vehicular access to the Prado and Palisades areas of the Central Mesa would be from Park Boulevard, via Presidents Way, Space Theater Way, or Village Place. From Presidents Way, vehicular traffic would continue to the existing parking lot located behind the Organ Pavilion or north to the Alcazar lot parking for ADA parking, valet services, or passenger drop-off only. Under this alternative there would be only a single entrance/exit into the Alcazar parking lot.

The West Mesa Parking Structure Alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resource (built environment), and visual quality (architectural character) impacts associated with the Centennial Bridge component of the project. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030, with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, this alternative also would result in significant and mitigable impacts associated with land use (MSCP), biological (raptors, MSCP), historical resources (archaeological), and paleontological resources, and significant unmitigable impacts associated with noise (temporary construction noise).

While the West Mesa Parking Structure Alternative would result in impacts to the same resources as the project, it would result in lesser impacts to biological resources (raptors), because it would not include construction of the project's Centennial Bridge component.

While this alternative would attain some of the project objectives, it would not maintain proximate access to the Park's institutions (Objective 1), because it would place the parking structure further from Plaza de Panama than the project and result in fewer reclaimed pedestrian areas (Objective 2). Additionally, by removing vehicle access to the Central Mesa from the west, access to the Park would not be improved (Objective 3). This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

S.5.2.4 Inspiration Point Parking Structure Alternative (Alt 3D)

Development under this alternative would remove vehicular traffic from El Prado over the Cabrillo Bridge, the Plaza de Panama, and the Mall, all of which would be dedicated for pedestrian use. The landscape and hardscape improvements identified for the project would also be implemented with the Inspiration Point Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, a widened median, and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama. Under this alternative, the existing Organ Pavilion parking lot also would be converted to parkland. Overall, a total of 7.29 acres of pedestrian areas would be reclaimed under this alternative, a total of 0.88 acre more than the project. This alternative would require approximately 7,300 cubic yards (cy) of import fill material, and no export disposal at the Arizona Street Landfill would occur.

A new above-ground parking structure would be located southeast of the intersection of Presidents Way and Park Boulevard, an area currently known as Inspiration Point. This location is approximately 2,730 feet from Plaza de Panama, 1,730 feet further than the project. The parking structure, which would be free to the public, would contain approximately 798 parking spaces to provide the same net project gain of 273 parking spaces, accounting for the loss of parking from the Plaza de Panama and the existing Organ Pavilion surface parking lot. The structure would be accessed via two new driveways connecting to Presidents Way (within the existing Inspiration Point parking lot). A tram would loop from the parking structure to the Mall/Plaza de Panama. Vehicular traffic would be able to access the Central Mesa via Presidents Way and travel north to the Alcazar parking lot for ADA parking, valet services, or passenger drop-off only. The Alcazar parking lot would be regraded and reconfigured to accommodate the ADA spaces lost from restoration of the Plaza. Under this alternative there would be only a single entrance/exit into the Alcazar parking lot, and the existing driveway connecting Pan American Road and the Alcazar parking lot would be widened to accommodate two-way traffic, adjacent to the Mall.

The Inspiration Point Parking Structure Alternative would avoid the project's significant and unmitigated secondary land use impacts on: land use (plan consistency); historical resources (built environment) and visual quality (architectural character) associated with

the Centennial Bridge component of the project. However, this alternative has the potential to result in other significant and unmitigable impacts including: impacts to public safety through potential ALUC and AEOZ inconsistencies; impacts to public view corridors; significant traffic impacts associated with closure of Cabrillo Bridge. Greater traffic impacts compared to the project would occur in the near-term and in 2030 with internal and external roadways/intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, this alternative also would result in significant and mitigable impacts associated with biological (raptors) and historical resources (archaeological), and significant unmitigable impacts associated with noise (temporary construction noise).

This alternative would attain some of the project objectives, as it would remove vehicles from and restore pedestrian uses within El Prado, Plaza de California, the Mall, Pan American Road, and the Organ Pavilion parking lot (Objectives 1 and 2); it would provide convenient drop-off, valet, and ADA-accessible parking in the Alcazar parking lot (Objective 3); and provide a pedestrian link between the Prado and Palisades area (Objective 4). It would not, however, maintain proximate vehicular access to the Park's institutions (Objective 1), because it would place the parking structure further from the Plaza de Panama. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts and providing no additional parking in proximity to the Park's institutions.

S.5.3 Open Cabrillo Bridge Alternatives

This EIR addresses six alternatives which focus on continuing to allow vehicles on the Cabrillo Bridge both with and without the Centennial Bridge. Two of the open Cabrillo Bridge alternatives include the Centennial Bridge—Gold Gulch Parking Structure Alternative and the No Paid Parking Alternative. Four of the open Cabrillo Bridge alternatives do not include the Centennial Bridge—Tunnel Alternative, Stop Light (One-Way) Alternative, Modified Precise Plan without Parking Structure Alternative, and the Half-Plaza Alternative.

The two open Cabrillo Bridge alternatives were selected to provide alternatives with similar components as the project but with an alternate parking structure location and/or fee structure. The four open Cabrillo Bridge alternatives without the Centennial Bridge were selected to reduce the significant land use, historical resource, and visual quality impacts associated with the Centennial Bridge project component, while still providing vehicular access to the West Mesa and Central Mesa and pedestrianization of the Plaza de Panama.

S.5.3.1 Cabrillo Bridge Open with Centennial Bridge

The following discussion focuses on the two alternatives that entail the removal of vehicular traffic beginning east of the Cabrillo Bridge. Under these alternatives the Cabrillo Bridge would remain open to vehicular traffic, offering different circulation plans, locations for the parking structure and tram system, or unpaid parking options.

a. Gold Gulch Parking Structure Alternative (Alt 4Ai)

The Gold Gulch Parking Structure Alternative would be similar to the project in several respects. This alternative would maintain vehicular traffic over the Cabrillo Bridge and construct the Centennial Bridge, along with a new road, “Park Road”, that traverses the edge of Palm Canyon, similar to Centennial Road, under the project. The Cabrillo Bridge, Plaza de California, El Prado, Plaza de Panama, the Mall, and Pan American Road East would be pedestrianized. The landscape and hardscape improvements identified for the project would also be implemented with the Gold Gulch Parking Structure Alternative, including new trees and foundation plantings along El Prado; new trees, widened median and furnishings along the Mall; and new lawn panels, trees, furniture, and two shallow reflecting pools in the Plaza de Panama. Parking would be removed from Plaza de Panama and the Alcazar parking lot would be regraded and reconfigured to accommodate the loss of ADA parking, valet services and passenger drop-off operations. Under this alternative, the existing Organ Pavilion parking lot would be converted to parkland in a slightly larger configuration than would occur with the project. The Pan American Promenade would be constructed from the new Organ Pavilion rooftop park to the west side of the Organ Pavilion.

This alternative would place a new parking structure within the canyon located east of the existing Organ Pavilion parking lot, known as Gold Gulch. The parking structure would be a five-level, 798-stall structure, resulting in a net increase of 273 additional parking spaces. Construction of the parking structure and improvements would require approximately 51,500 cubic yards of export soil, which would be disposed at the Arizona Street Landfill.

The parking structure would be located approximately 1,406 feet from Plaza de Panama, approximately 400 feet further than the Organ Pavilion parking structure included by the project. Construction of a parking structure in the location would also require encroachment into the leasehold of the Japanese Friendship Garden.

The Gold Gulch Parking Structure Alternative would substantially alter the existing circulation patterns within the project area and vicinity. Key characteristics of circulation under this alternative include:

- Vehicular traffic would access the project area via the Cabrillo Bridge from the west or via Park Boulevard from the east.

- Vehicles would access the Gold Gulch parking structure from either the east or west – via the new "Park Road."

- From the east, Park Road would be constructed from the top level of the parking structure, and would continue between the World Beat Center and the Cultural de la Raza, connecting to Park Boulevard at a new (signalized) intersection.

- Access from the west also would be via the new Park Road, which would connect the Alcazar parking lot/Centennial Bridge to the top of level of the new parking structure.

- Park Road would bridge over the Tram Way (described below) as it traverses from the top of the parking structure and towards the Plaza de Panama. (The Park Road would be grade-separated from, but run parallel to the tram way.) A pedestrian walkway would span over Park Road from the Organ Pavilion Park to the southeast side of the Organ Pavilion (similar to the project). Park Road would have two-way traffic, a bike lane, and walkway

- Access to the parking structure from Presidents Way would be provided by two access roads, a western extension of Park Road or "Park Road West" and "Road Z."

- The first of these, Park Road West, would begin at Presidents Way (approximately 25 feet southwest of the Tram Way, described below) and would be a grade-separated roadway that traverses toward the top of the parking structure. At the top of the structure, the Park Road West would intersect with, and become, Park Road.

- The second access road from Presidents Way, Road Z, would be a "parking structure access only" roadway that enters the structure two levels down. This access road would begin at Presidents Way, approximately 75 to 100 feet southeast of the Park Road West/Presidents Way intersection.

- A service road to the backside of the Japanese Friendship Garden would also be provided near where Park Road bridges the Tram Way

The parking structure could also be accessed via the tram system provided to and from the Plaza de Panama, with the potential for a future connection to mass transit to the Park from the surrounding areas. The dedicated "Tram Way" would be a grade-separated road that begins at Presidents Way and traverses northeast and under Park Road (towards the Organ Pavilion. The Tram Way would make a left turn around the southern edge of the Organ Pavilion and travel northward, connecting to the Mall and the Plaza de Panama.

The Gold Gulch Parking Structure Alternative would not avoid any of the project's significant and unmitigable impacts, and would result in additional potentially significant unmitigable impacts to visual resources (public views, architectural character, and landform alteration) due to the location of the parking structure within Gold Gulch, the necessitated landform alteration, and removal of CMPP Significant Trees.

One of the proposed improvements for this alternative is the modification and realignment to the existing signalized intersection of Park Boulevard and Inspiration Point Way (Stitt Avenue). This alternative proposes to move the existing intersection of Inspiration Point Way and Park Boulevard approximately 100 feet to the south. Modification to the traffic signal would be needed to accommodate a new eastbound approach at this intersection ("Park Road"), which would serve as one of the entrances to the parking structure within Gold Gulch. The development of this alternative would potentially impact existing structures and buildings; including the Veterans Memorial located east of Park Boulevard or the World Beat Cultural Center building west of Park Boulevard. These physical constraints have the potential to result in other, off-site impacts, not already identified.

This alternative would have similar traffic impacts compared to the project in the near-term and in 2030, with one internal roadway/intersection that would operate poorly, constituting significant, mitigable impact. The Gold Gulch Parking Structure Alternative also would result in the same significant, unmitigable noise (temporary construction; and mitigable impacts to land use (MSCP), biological resources (raptors, MSCP), historical resources (archaeological resources), and paleontological resources impacts as the project.

While this alternative would attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1, 2, and 4), it would not maintain parking proximate access to the Park's institutions (Objective 1), because it would place the parking structure further from Plaza de Panama than the project. The Gold Gulch Parking Structure Alternative also would result in fewer benefits than the project, as it would resolve fewer pedestrian/vehicular conflicts and additional parking would be located further from the Park's institutions.

b. No Paid Parking Alternative (Alt 4Aii)

All environmental impacts would be similar to the project, with one exception. The lack of parking fees under this alternative would result in one transportation/circulation impact associated with the Organ Pavilion parking structure in both 2015 and 2030.

In the near-term (2015), the No Paid Parking Alternative would have five roadway segments or intersections that operate poorly; one of which would constitute a significant mitigable impact. In 2030, the No Paid Parking Alternative would have twelve roadway segments or intersections that operate poorly; one of which would constitute a significant

mitigable impact to Park circulation. This impact would occur at the intersection of Centennial Road and Presidents Way, because the lack of a parking fee would result in a greater concentration of visitors seeking to park at the Organ Pavilion structure. This impact would be less than significant with mitigation. Thus, impacts would be slightly greater than under the project, which has no transportation/circulation impacts in the near-term.

While this alternative would attain most of the project objectives, it would not meet the objective of implementing a self-sustaining funding plan for the structure's operation and maintenance. Under this alternative, public funds or private funding would be required to pay construction bonds and planned tram operations.

S.5.3.2 Cabrillo Bridge Open without Centennial Bridge Alternatives

Under all of these alternatives, the Cabrillo Bridge would remain open to vehicular traffic and the Centennial Bridge would not be constructed. These alternatives offer different circulation plans, and varying degrees of pedestrian restoration and locations for the parking and tram system.

a. Tunnel Alternative (Alt.4Bi)

The Tunnel Alternative (Alt 4Bi) would pedestrianize the entire Plaza de Panama and the eastern portion of the Mall by undergrounding a section of the roadway in the southwest corner of the Plaza, as it rounds the corner adjacent to the Mingei International Museum (House of Charm). El Prado would continue to be a two-way roadway. Approximately 150 feet east of the Plaza de California, the roadway would go underground and circulate below the Plaza de Panama via a 275-foot-long tunnel that would outlet along the western half of the Mall. From the Mall, vehicles would then utilize the Centennial Road to access to a new underground pay parking structure south of the Organ Pavilion. The subterranean parking structure would contain 798 stalls, which would yield a net increase of 273 parking spaces within the project area under this alternative. Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project.

Special construction considerations would be necessitated by this alternative. The tunnel would require an approximately 20-foot-deep underground structure, with 1:1 excavation slopes. Based on the location of the tunnel relative to the arcades, existing pedestrian and historic areas, vertical shoring of the excavated tunnel walls would be necessary in order to prevent impacts to these areas. A drill rig would be required to auger the holes for soldier piles. Potential utility (gas, water, sewer, and electric) relocation would be necessitated as well. Some of the landscape and hardscape improvements identified for the project would also be implemented with the Tunnel Alternative, including new lawn panels, trees, furniture, and two shallow reflecting pools

in the Plaza de Panama and new trees, and furnishings along the Mall. Also similar to the project, the parking structure behind the Organ Pavilion would be covered with a rooftop park, and the Pan American Promenade would be provided connecting the rooftop park to the back of the Organ Pavilion and the Mall. Pan American Road East and the Mall would be pedestrianized, and a portion of the Centennial Road would be constructed, from the end of the tunnel, north of the parking structure, and connecting to Presidents Way. Also similar to the project, the Alcazar parking lot would be regraded and reconfigured to accommodate ADA parking, valet services, and passenger drop-off. Access to the Alcazar parking lot would require the existing exit road to be widened to accommodate two-way traffic, with turning movements permitted both directions onto the Centennial Road.

Implementation of the Tunnel Alternative would not avoid any of the significant and unmitigable impacts associated with the project, and like the project, would result in significant, unmitigable impacts to land use (plan consistency); historical resources (built environment); visual (architectural character) and noise (temporary construction); and mitigable impacts to land use (MSCP), biological resources (biological (raptor, MSCP), historical resources (archaeological resources), and paleontological resources impacts. However, the Tunnel Alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with three intersections that would operate poorly, constituting significant, mitigable impacts. Unmitigated construction noise also would be greater under this alternative, due to construction requirements for tunnel excavation.

Additionally, implementation of the Tunnel Alternative would result in different significant and unmitigable impacts associated with visual effects (public views) and potentially significant air quality (particulates) impacts. The Tunnel Alternative would have overall greater environmental impacts than the project.

This alternative would attain some of the project objectives through reconfiguration of the Alcazar parking lot and construction of the Organ Pavilion parking structure and rooftop park (Objectives 3 and 4). However, it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), which are necessary components of the project. This alternative would result in fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts and providing less restored free and open parkland.

b. Stop Light (One-Way) Alternative (Alt 4Bii)

The Stop Light (One-Way) Alternative (Alt 4Bii) would pedestrianize three-fourths of the Plaza de Panama and the eastern half of the Mall in a plan similar to the CMPP, with one-way eastbound vehicular traffic routed through the southwest corner of the Plaza. Vehicles would continue on a one-way basis through the Plaza de Panama, following the road's present alignment, toward the Organ Pavilion and past the Organ Pavilion parking lot. This alternative would install a surface-mounted traffic signal (for pedestrian safety)

just west of the archway on the west side of the Plaza de California outside the Museum of Man (California Building). The Organ Pavilion parking structure would not be constructed under the Stop Light (One-Way) Alternative and, the Organ Pavilion parking lot would remain in its current condition. The ADA parking spaces removed from the Plaza de Panama would be recovered through regrading and reconfiguring of the Alcazar parking lot. Passenger drop-off would occur along El Prado and within the southwest corner of Plaza de Panama, along with valet service. Additional parking would be provided in a surface lot in the current lawn area at the southwest corner of Presidents Way and Park Boulevard, as an extension of the Federal Building parking lot (behind the Hall of Champions). All vehicle traffic would be required to exit the project area via Presidents Way at Park Boulevard.

As shown, neither the project's Centennial Bridge nor the Organ Pavilion parking structure components would be included in this alternative. Except for the roadway, Plaza de Panama would be entirely repaved using pavers more in keeping with pedestrian use. Resembling the project, trees would be added in their historic locations and historic lawn panels would be restored. The two shallow reflecting pools included as part of the project would not be built within the Plaza de Panama with the Stop Light (One-Way) Alternative.

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual (architectural character) impacts by not including the Centennial Bridge component. This alternative also would avoid the project's significant, but mitigated impacts to the MHPA, as it would not include export to the Arizona Street Landfill. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030 with internal and external Park roadways and intersections that would operate poorly, constituting significant mitigable and unmitigable impacts.

Like the project, implementation of the Stop Light (One-Way) Alternative would result in significant and unmitigable temporary construction noise impacts and potentially significant, but mitigable, impacts to biological resources (raptors) and historical resources (archaeological). These impacts would occur to a lesser extent under the Stop Light (One-Way) Alternative, because of the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would partially attain only one of the project objectives through reconfiguration of the Alcazar parking lot (Objective 3). This alternative would fail to meet most of the project's objectives in that it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1); or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2); both of which are necessary components of the project. This alternative also would provide fewer benefits than the project through reducing fewer pedestrian/vehicular conflicts; providing less restored free

and open parkland; and providing no additional parking in proximity to the Park's institutions.

c. Modified Precise Plan Without Parking Structure Alternative (Alt 4Biii)

The Modified Precise Plan without Parking Structure Alternative (Alt 4Biii) would route two-way vehicular traffic along El Prado to the southwest corner of the Plaza de Panama, adjacent to the Mingei International Museum (House of Charm). A valet and passenger drop-off point and tram stop would be provided on both sides of through traffic at this location. Most of the Plaza de Panama and the eastern half of the Mall would be pedestrianized under this alternative. The Plaza de Panama would be repaved with historically accurate asphalt impregnated with decomposed granite. Resembling the project, trees would be added in their historic locations and historic lawn panels would be restored. The two shallow reflecting pools included as part of the project would not be built with this alternative.

Parking removed from the Plaza de Panama would be replaced by creating new parking spaces in existing parking lots behind Park institutions and along existing interior streets, resulting in no net gain or loss in parking. The Organ Pavilion parking lot would remain in its existing condition. The 21 ADA parking spaces and 33 standard spaces removed from the Plaza de Panama would be recovered through minor regrading and restriping the Alcazar parking lot (along with the removal of two maintenance sheds at the western edge of the lot); and the creation of additional spaces within the Organ Pavilion parking lot, the areas behind the Museum of Photographic Arts and the Model Railroad Museum, adjacent the southern border of the San Diego Zoo and Old Globe Way. The existing one-way access drives into the Alcazar parking lot would be retained.

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual (architectural character) impacts by not including the Centennial Bridge component. This alternative also would avoid the project's significant, but mitigated impacts to the MHPA, as it would not include export to the Arizona Street Landfill. However, this alternative would have greater traffic impacts compared to the project in the near-term and in 2030, with an internal intersection that would operate poorly, constituting a significant and unmitigable impact. The impact to the internal intersection would be attributable to queuing in the Plaza de Panama, also therefore, constituting a significant unmitigable circulation impact.

Like the project, implementation of the Modified Precise Plan without Parking Structure Alternative would result in significant and unmitigable temporary construction noise impacts, and significant, but mitigable impacts to biological resources (raptors) and historical resources (archaeological) impacts. These same impacts would occur to a lesser extent under the Modified Precise Plan without Parking Structure Alternative

because of the reduced development intensity that would occur under this alternative (less grading and less intensive construction).

This alternative would partially attain several of the project objectives, specifically those associated with reclaiming pedestrian areas (Objectives 1 and 2) and reconfiguration of the Alcazar parking lot (Objective 3). This alternative would fail to meet most of the project's objectives in that it would not remove vehicles from El Prado or Plaza de California (portion of Objective 1); restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2); or provide additional parking proximate to the Park's institutions (Objective 3), because it would not include the parking structure. This alternative also would provide fewer benefits than the project through resolving fewer pedestrian/vehicular conflicts; providing less restored free and open parkland; and providing no additional parking in proximity to the Park's institutions.

d. Half-Plaza Alternative (Alt 4Biv)

In the Half-Plaza Alternative (Alt 4Biv), vehicular traffic would enter the Central Mesa via the Cabrillo Bridge and would circulate through the project site along El Prado; a one-way loop around the Mall and southern half of the Plaza de Panama; Pan American Road, and the new at-grade access road connecting to the Organ Pavilion parking structure. The loop road in the area now referred to as "the Mall" would be referred to as the "El Cid Island," and would consist of a landscaped median/garden area with trees lining both sides of the roadway. Drop-off and valet zones would be located at the House of Charm and House of Hospitality.

Parking would be removed from the Plaza de Panama and Alcazar parking lot. The Alcazar parking lot would be converted to green space and reclaimed as parkland. The northern half of the Plaza de Panama, Pan American Road East and the existing Organ Pavilion parking lot would also be reclaimed as parkland for pedestrian use. The northern half of the Plaza de Panama would be repaved similar to the project; however, more extensive tree planting would be included. Similar to the project, new trees and foundation plantings would be installed along El Prado. The southern half of the Plaza would be retained for one-way circulation, drop-off and valet services, with additional trees to be planted.

Parking removed from the Plaza de Panama and Alcazar parking lot would be accommodated in a new underground paid parking structure south of the Organ Pavilion similar to, but larger than that included in the project. Similar to the project, export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, and a rooftop park would be constructed on top of the structure. An at-grade access road would be placed along the structure's northern and eastern perimeters, connecting to Pan American Road East north of the structure and to Presidents Way southeast of the structure. (No grade-separated pedestrian overpass is included in this Alterative).

This alternative would avoid the project's significant and unmitigable secondary land use (plan consistency), historical resources (built environment), and visual (architectural character) impacts associated with the Centennial Bridge component of the project, but would create other significant and unmitigable impacts associated with the El Cid Island/Mall extension.

Implementation of the Half-Plaza Alternative would result in significant and unmitigable land use (plan consistency) and historical resources (built environment) due to the El Cid Island component. Additionally, this alternative would result in one significant unmitigable traffic capacity impact to an internal intersection in both 2015 and 2030, attributable to queuing in the Plaza de Panama, also therefore, constituting a significant unmitigable circulation impact.

Like the project, implementation of the Half-Plaza Alternative would result in significant and unmitigable noise (temporary construction noise) impacts; and significant mitigable impacts to biological resources (raptors), historical resources (archaeological), and paleontological impacts. These same impacts would occur to a lesser extent under the Half-Plaza Alternative because of the reduced development intensity associated with this alternative (less intensive construction without the bridge).

his alternative would attain, or partially attain, some of the project objectives, as it would place additional parking within proximity to the Park's institutions (Objective 3). However, because it would not entirely remove vehicles from El Prado, Plaza de California, the Plaza de Panama, the Mall, or a portion of Pan American Road (Objective 1), or restore pedestrian and park uses to El Prado and Plaza de California (portion of Objective 2), these objectives would only be partially met. This alternative also would provide fewer benefits than the project through reducing fewer pedestrian/vehicular conflicts and providing no ADA parking in proximity to the Park's institutions.

S.5.4 Phased Alternative (Alt 5)

The collective construction included in the four phases would be the same as the project. Because this alternative essentially contains identical components as the project (but arranged in different order of implementation) the reader can refer to the project analysis in Chapter 4.0 for the specific environmental sub-issue evaluations. The analysis which follows, examines each phase individually.

Development under this alternative would occur in four phases on an "as needed" basis . Each subsequent phase would not occur unless and until there was a need due to insufficient parking, pedestrian/vehicular conflicts, or impacts on overall Park use. The phases are defined as follows:

Phase 1: Phase 1 would include the elimination of parking and valet operations within Plaza de Panama, but continue to allow through vehicle traffic. The landscape and

hardscape improvements identified for the project would also be implemented with Phase 1 for most of Plaza and the east Mall, including new lawn panels, trees, and furniture. The two shallow reflecting pools in the Plaza de Panama would not be included in this Phase. Alcazar parking lot would be regraded and reconfigured to accommodate ADA parking and valet services at this phase. If parking continues to be insufficient, Phase 2 would be initiated.

Phase 2: Phase 2 would add the Organ Pavilion parking structure and rooftop park, accessible by a portion of the Centennial roadway (similar to the roadway and grade separation included in the Central Mesa Precise Plan Alternative). Export soil generated from the parking structure excavation would be disposed of at the Arizona Street Landfill, similar to the project. The tram loop from the parking structure to Plaza de Panama would be activated. If pedestrian/vehicular conflicts remain a problem, Phase 3 would be initiated.

Phase 3: Phase 3 would close the Cabrillo Bridge to vehicular traffic and include the pedestrianization and restoration of El Prado, the western Mall, and the remainder of the Plaza de Panama, including the addition of the two shallow reflecting pools. Centennial Road also would be completed under this phase and connect the Organ Pavilion parking structure to the Alcazar parking lot. New trees and foundation plantings would be placed along El Prado. If the bridge closure is determined to be too great an impact on Park and institution usage, Phase 4 would be initiated.

Phase 4: Phase 4 would be the construction of the Centennial Bridge, as defined in the project.

The following were the triggers used for each phase:

- For Phase 1, if Central Mesa area parking is anticipated to continue to be over capacity (85 percent), then go to Phase 2.
- For Phase 2, if pedestrian/vehicular conflicts are not reduced by at least 50 percent, then go to Phase 3.
- For Phase 3, If internal roadways and intersections are calculated to operate poorly (LOS E and LOS F), then go to Phase 4.

Should the Phased Alternative be built out in its entirety, all impacts would be the same as project impacts. While the majority of project objectives would be met, should the alternative be built out, they would not be completed within the time frame (Objective 6) vital to the project's success, the centennial anniversary of the 1915 Panama-California Exposition which was commemorated by the opening of the Park.

S.5.5 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. The proposed project itself may not be identified as the environmentally superior alternative. Therefore, the Half-Plaza Alternative is identified as the environmentally superior project for the following reasons.

- This alternative would avoid the historic/land use/visual impacts of Centennial Bridge.

- Significant unmitigable temporary construction noise impacts and significant mitigable impacts to biological resources, historical resources, and paleontological resources would be reduced, but not entirely avoided, because of the reduced development intensity that would occur under this alternative.

- It would improve traffic conditions, reducing the number of failing intersections in 2030 from 9 to 7 and segments from 8 to 7, and reduce the number of pedestrian/vehicular conflict areas from 20 to 10 compared to the No Project (No Development) Alternative.

Adoption of the environmentally superior alternative would substantially reduce impacts of the project, though in some cases, not to an insignificant level. Because of the complex nature of the Park and interdependence of land uses, no alternative would completely eliminate environmental impacts. Adoption of the project or any of the alternatives, including the environmentally superior alternative, would require decision-makers to make specific findings which state that: (1) economic, social, or other considerations make the mitigating measures infeasible; and (2) there are overriding considerations which make impacts acceptable.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
LAND USE			
Would the proposed project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?	**a. Centennial Bridge** While the project would require a deviation from the ESL Regulations found within the City's LDC, secondary impacts to steep slopes and natural landforms would be less than significant, as discussed in Section 4.3.4 of this EIR. The required deviation from the Historic Resources Regulations would result in direct impacts related to the historic spatial characteristics and the circulation patterns of the NHLD, and therefore, would be significant. The Centennial Bridge component requires a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts would be less than significant. **b. Alcazar Parking Lot and Centennial Road** The project would require a deviation from the City's ESL Regulations; however, secondary impacts to steep slopes and natural landforms would be less than significant. Construction of the Centennial Road would require a deviation from the City's HRR; however, as described under 4.1.2.1, impacts would be less than significant. The Centennial Road component would require a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts would be less than significant. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** No deviations or variances would be required; no impacts would occur. **d. Parking Structure/Rooftop Park/Arizona Street Landfill** The Centennial Road component would require a deviation from the City's Street Design Manual with respect to the commercial local street section. Secondary impacts associated with traffic hazards would be less than significant.	**a. Centennial Bridge** No feasible mitigation for the Centennial Bridge's impacts to the NHLD is available. Impacts would be significant and unmitigable for this project component. **b. Alcazar Parking Lot and Centennial Road** Impacts would be less than significant, and no mitigation is required. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** Impacts would be less than significant, and no mitigation is required. **d. Parking Structure/Rooftop Park/Arizona Street Landfill** Impacts would be less than significant, and no mitigation is required.	**a. Centennial Bridge** Significant and unmitigable
Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of a General and/or Community Plan in which it is located?	**a. Centennial Bridge** The Centennial Bridge would be inconsistent with goals and policies found in the Historic Preservation, Urban Design, Recreation Elements of the General Plan, BPMP, and CMPP. The project's inconsistency with the historic preservation policies would result in secondary impacts to the NHLD, and would therefore, be significant. This project component also would be inconsistent with policies of the BPMP and the CMPP related to circulation. These inconsistencies would yield less than significant secondary impacts because the project would result in fewer intersection and roadway segment failures in both 2015 and 2030 than the CMPP. The Centennial Bridge would be consistent with the MSCP Subarea Plan; no impacts would occur.	**a. Centennial Bridge** No feasible mitigation for the impacts related to the NHLD as a result of land use policy consistency is available. Impacts would be significant and unmitigable.	**a. Centennial Bridge** Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	b. Alcazar Parking Lot and Centennial Road The Centennial Road would be consistent with General Plan, BPMP and CMPP goals and policies; impacts would be less than significant. The Alcazar parking lot and Centennial Road would be consistent with the MSCP Subarea plan; no impacts would occur. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** Improvements to the Plaza de California, El Prado, Plaza de Panama, and the Mall would be consistent with the goals, policies, and recommendations of all applicable plans; therefore, impacts would be less than significant. **d. Parking Structure/Rooftop Park/Arizona Street Landfill** Improvements associated with construction of the Organ Pavilion parking structure and rooftop park would be consistent with the goals and policies of the General Plan; therefore, impacts would be less than significant. This project component would be inconsistent with the number of spaces specified in the BPMP and the CMPP relative to the parking structure; however, with the adoption of the amendments to the BPMP and CMPP, conflicts would be resolved, and no secondary impacts would result; therefore, impacts would be less than significant. The export generated from construction of the Organ Pavilion parking structure would be disposed on the East Mesa within the Arizona Street Landfill. The disposal of fill at the existing Arizona Street Landfill site is consistent with the EMPP, and no secondary impacts would result. However, grading activities within the former Arizona Street Landfill have the potential to result in significant indirect impacts to the adjacent MHPA.	**b. Alcazar Parking Lot and Centennial Road** Impacts would be less than significant, and no mitigation is required. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** Impacts would be less than significant, and no mitigation is required. **d. Parking Structure/Rooftop Park /Arizona Street Landfill** **LU-1:** **I. Prior to Permit Issuance** A. Prior to issuance of any construction permit, the DSD Environmental Designee (ED) shall verify the Applicant has accurately represented the project's design in the Construction Documents (CDs) that are in conformance with the associated discretionary permit conditions and Exhibit "A", and also the City's Multi-Species Conservation Program (MSCP) Land Use Adjacency Guidelines for the Multiple Habitat Planning Area (MHPA), including identifying adjacency as the potential for direct/indirect impacts where applicable. In addition, all CDs where applicable shall show the following: 1. **Land Development / Grading / Boundaries** – MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. The ED shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. 2. **Drainage / Toxins** – All new and proposed parking lots and developed area in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA, All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA. 3. **Staging/storage, equipment maintenance, and trash** – All areas for staging, storage of equipment and materials, trash, equipment maintenance, and other construction related activities are within the development footprint. Provide a note on the plans that states: *"All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative to ensure there is no impact to the MHPA."*	**d. Parking Structure/ Rooftop Park/ Arizona Street Landfill** Less than significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		4. **Barriers** – All new development within or adjacent to the MHPA shall provide fencing or other City approved barriers along the MHPA boundaries to direct public access to appropriate locations, to reduce domestic animal predation, and to direct wildlife to appropriate corridor crossing. Permanent barriers may include, but are not limited to, fencing (6-foot black vinyl coated chain link or equivalent), walls, rocks/boulders, vegetated buffers, and signage for access, litter, and educational purposes. 5. **Lighting** – All building, site, and landscape lighting adjacent to the MHPA shall be directed away from the preserve using proper placement and adequate shielding to protect sensitive habitat. Where necessary, light from traffic or other incompatible uses, shall be shielded from the MHPA through the utilization of including, but not limited to, earth berms, fences, and/or plant material. 6. **Invasive Plants** – Plant species within 100 feet of the MHPA shall comply with the Landscape Regulations (LDC142.0400 and per table 142-04F, Revegetation and Irrigation Requirements) and be non-invasive. Landscape plans shall include a note that states*: "The ongoing maintenance requirements of the property owner shall prohibit the use of any planting that are invasive, per City Regulations, Standards, guidelines, etc., within 100 feet of the MHPA."* 7. **Brush Management** – All new development adjacent to the MHPA is set back from the MHPA to provide the required Brush Management Zone (BMZ) 1 area (LDC Sec. 142.0412) within the development area and outside of the MHPA. BMZ 2 may be located within the MHPA and the BMZ 2 management shall be the responsibility of the City. 8. **Noise -** Due to the site's location adjacent to or within the MHPA, construction noise that exceeds the maximum levels allowed shall be avoided, during the breeding seasons for protected avian species such as: *California Gnatcatcher (3/1-8/15); Least Bell's vireo (3/15-9/15); and Southwestern Willow Flycatcher (5/1-8/30)*. If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. When applicable, adequate noise reduction measures shall be incorporated.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

II. Prior to Start of Construction

A. Preconstruction Meeting

The Qualified Biologist/Owners Representative shall incorporate all MHPA construction related requirements, into the project's Biological Monitoring Exhibit (BME).

The Qualified Biologist/Owners Representative is responsible to arrange and perform a focused pre-con with all contractors, subcontractors, and all workers involved in grading or other construction activities that discusses the sensitive nature of the adjacent sensitive biological resources.

III. During Construction

B. The Qualified Biologist/Owners Representative, shall verify that all construction related activities taking place within or adjacent to the MHPA are consistent with the CDs, the MSCP Land Use Adjacency Guidelines. The Qualified Biologist/Owners Representative shall monitor and ensure that:

1. **Land Development /Grading Boundaries -** The MHPA boundary and the limits of grading shall be clearly delineated by a survey crew prior to brushing, clearing, or grading. Limits shall be defined with orange construction fence and a siltation fence (can be combined) under the supervision of the Qualified Biologist/Owners Representative who shall provide a letter of verification to RE/MMC that all limits were marked as required. Within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.

2. **Drainage/Toxics -** No Direct drainage into the MHPA shall occur during or after construction and that filtration devices, swales and/or detention/desiltation basins that drain into the MHPA are functioning properly during construction, and that permanent maintenance after construction is addressed. These systems should be maintained approximately once a year, or as often a needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g. clay compounds) when necessary and appropriate.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

3. **Staging/storage, equipment maintenance, and trash** - Identify all areas for staging, storage of equipment and materials, trash, equipment maintenance, and other construction related activities on the monitoring exhibits and verify that they are within the development footprint. Comply with the applicable notes on the plans.

4. **Barriers -** New development adjacent to the MHPA provides city approved barriers along the MHPA boundaries

5. **Lighting -** Periodic night inspections are performed to verify that all lighting adjacent to **the** MHPA is directed away from preserve areas and appropriate placement and shielding is used.

6. **Invasives -** No invasive plant species are used in or adjacent (within 100 feet) to the MHPA and that within the MHPA, all plant species must be native.

7. **Brush Management -** BMZ1 is within the development footprint and outside of the MHPA, and that maintenance responsibility for the BMZ 2 located within the MHPA is identified as the responsibility of an HOA or other private entity.

8. **Noise –** For any area of the site that is adjacent to or within the MHPA, construction noise that exceeds the maximum levels allowed shall be avoided, during the breeding seasons, for protected avian species such as: *California Gnatcatcher (3/1-8/15); Least Bell's vireo (3/15-9/15); and Southwestern Willow Flycatcher (5/1-8/30)*. If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys will be required in order to determine species presence/absence. When applicable, adequate noise reduction measures shall be incorporated.

IV. Post Construction

A. Preparation and Submittal of Monitoring Report

The Qualified Biologist/Owners Representative shall submit a final biological monitoring report to the RE/MMC within 30 days of the completion of construction that requires monitoring. The report shall incorporate the results of the MMRP/MSCP requirements per the construction documents and the BME to the satisfaction of RE/MMC.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
HISTORICAL RESOURCES			
Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, or object?	**a. Centennial Bridge** The Centennial Bridge would be inconsistent with SOI Rehabilitation Standards 2 and 9, and would constitute a substantial adverse change to an historical resource. Therefore, this component would result in a significant adverse impact. **b. Alcazar Parking Lot and Centennial Road** The Alcazar parking lot is not a contributor to the historic district, thus impacts would be less than significant. Although the landform alteration and retaining walls associated with the Centennial Road would not be consistent with SOI Rehabilitation Standards 2 and 9, the adverse effect would not be considered significant according to CEQA (and thus the City) since it would not demolish, destroy, relocate or alter the NHLD such that it would be materially impair a District contributor. Thus, the impact of the Centennial Road would be less than significant. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** The restoration of these project components would be consistent with all SOI Rehabilitation Standards. Impacts would be less than significant. **d. Organ Pavilion Parking Structure/Rooftop Park/Arizona Street Landfill** Construction of the Organ Pavilion parking structure and rooftop park would be consistent with all SOI Rehabilitation Standards. Impacts would be less than significant. The proposed project placement of fill and gas collection system modifications within the Arizona Street Landfill would result in a less than significant historical resource impact, as the landfill is not considered a significant historic resource. SOI Rehabilitation standards are not applicable to the proposed landfill modifications.	**a. Centennial Bridge** No feasible mitigation is available for historic impacts associated with the Centennial Bridge. **b. Alcazar Parking Lot and Centennial Road** Impacts would be less than significant. No mitigation is required. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** Impacts would be less than significant. No mitigation is required. **d. Organ Pavilion Parking Structure/ Rooftop Park/Arizona Street Landfill** Impacts would be less than significant. No mitigation is required.	**a. Centennial Bridge** Unmitigated
Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic site?	***P-37-019074*** Impacts to the isolate would be less than significant. ***6095-HJP-1 and 6095-HJP-2*** Impacts to shell deposits 6095-HJP-1 and 6095-HJP-2 from grading and excavation for the Organ Pavilion parking lot would not be significant as testing determined them not significant according to CEQA and City criteria. Impacts to the sites would be less than significant. ***CA-SDI-15826*** A testing program concluded that this site is not a significant historic resource under CEQA or a potentially significant resource under City of San Diego criteria. Impacts to the site would be less than significant. ***CA-SDI-15827*** The subsurface historic trash deposits, CA-SDI-15827, is within the tram turnaround that is proposed for restriping but no grading. Thus, the project would not impact this site. ***Unknown Archaeological Resources*** Since there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities, a potentially significant impact could result from the development of the project (HR-1).	**HR-1:** Due to the potential for buried cultural resources to be encountered on-site, a qualified archaeological monitor and a Native American monitor shall be present during project-related grading activities. This shall include removal of existing pavement and concrete hardscaping such as walkways. The following measures shall be implemented: **I. Prior to Permit Issuance** A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for archaeological monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.	Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to the Mitigation Monitoring Coordinator (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to MMC that a site-specific records search (¼-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼-mile radius. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

2. Identify Areas to be Monitored

   Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.

   The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration (OSHA) safety requirements may necessitate modification of the AME.**

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion)**, and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.

   a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

   b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**

   c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the EAS of the Development Services Department to assist with the discovery notification process.

2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

B. Isolate Discovery Site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains **ARE** determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
   a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
   b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,
   c. In order to protect these sites, the Landowner shall do one or more of the following:
      (1) Record the site with the NAHC;
      (2) Record an open space or conservation easement on the site;
      (3) Record a document with the County.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above. D. If Human Remains are **NOT** Native American 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		V. Night and/or Weekend Work A. If night and/or weekend work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8 AM of the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. d. The PI shall immediately contact MMC, or by 8:00 A.M. of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		VI. Post Construction A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix B/C) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.** a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with State of California Department of Parks and Recreation The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The cost for curation is the responsibility of the property owner.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		C. Curation of artifacts: Accession Agreement and Acceptance Verification 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5. D. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	
VISUAL EFFECTS/NEIGHBORHOOD CHARACTER/LANDFORM ALTERATION			
Would the proposal have an architectural style or use of building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme?	**a. Centennial Bridge** Impacts associated with architectural style would be significant for this project component because it would introduce elements of modern architecture. **b. Alcazar Parking Lot and Centennial Road** Impacts associated with architectural style would be less than significant for these project components. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** Impacts associated with architectural style would be less than significant for these project components. **d. Parking Structure/Rooftop Park/Arizona Street Landfill** Impacts associated with architectural style would be less than significant for these project components.	***a.* Centennial Bridge** No feasible mitigation is available for the significant impact associated with Centennial Bridge on architectural character because, per the SOI Rehabilitation Standards, replication of an historic design is not permissible. The impact would remain significant and unmitigated. **b. Alcazar Parking Lot and Centennial Road** Impacts would be less than significant, and no mitigation is required. **c. Plaza de California, El Prado, Plaza de Panama, and the Mall** Impacts would be less than significant, and no mitigation is required. **d. Parking Structure/Rooftop Park/Arizona Street Landfill** Impacts would be less than significant, and no mitigation is required.	***a. Centennial Bridge*** Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
TRANSPORTATION/ CIRCULATION AND PARKING			
Would the proposed project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?	**a. Construction Impacts** To reduce construction impacts, construction would be divided into four phases. Phase II would generate the most construction traffic, which would be about 500 ADT. Since construction traffic would be during off-peak hours, this impact to capacity and load on external roads would be less than significant. **b. Existing Conditions Impacts** The study area roadways currently operate acceptably (LOS D or better) on a daily basis. These roadway segments would continue to operate at acceptable levels with the implementation of the project. The project would not add any traffic or change trip distribution on these external roadways. Thus, the project would have no impact to external intersections and street segments in the existing plus project conditions. One internal intersection currently operates at an unacceptable level in the existing without the project condition. With the addition of the project, no internal intersections would operate at unacceptable levels. As the project would improve internal traffic conditions, project impacts to internal intersections would be less than significant in the existing plus project condition. **c. Near-term Impacts** Two external street segments and one external intersection would operate at unacceptable levels in the near-term without project conditions. These segments and intersections would continue to operate at unacceptable levels with the implementation of the project. As the project would not add any traffic or change trip distribution on these external roadways, the project would have no impact to these intersections and street segments. Two internal intersections would operate at unacceptable levels in the near-term without the project. With the addition of the project, no internal intersections would operate at unacceptable levels. As the project would improve internal traffic conditions, project impacts to internal intersections would be less than significant in the near-term. **d. Year 2030 Impacts** Eight external street segments and four external intersections would operate at unacceptable levels in the year 2030 without project conditions. These segments and intersections would continue to operate at unacceptable levels with the implementation of the project. As the project would not add any traffic or change trip distribution on these external roadways, the project would have no impact to these intersections and street segments. Five internal intersections would operate at unacceptable levels in the year 2030 without the project. With the addition of the project, one internal intersection (Presidents Way/Centennial Road) would operate at unacceptable levels. This would be a significant impact	**a. Construction Impacts** Impacts would be less than significant, and no mitigation is required. **b. Existing Conditions Impacts** Impacts would be less than significant, and no mitigation is required. **c. Near-term Impacts** Impacts would be less than significant, and no mitigation is required. **d. Year 2030 Impacts** **TR-1:** Starting in 2026, the Presidents Way/Centennial Road intersection shall be monitored for intersection failure (i.e., LOS E or F) at two year increments. If the monitoring efforts reveal that the Presidents Way/Centennial Road intersection fails, it shall be reconfigured to make the eastbound Presidents Way approach stop-controlled instead of the Centennial Road approach. The intersection monitoring shall continue until the Palisades area is converted to parkland per the Central Mesa Precise Plan, or the reconfiguration is completed.	**d. Year 2030** Less than Significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
BIOLOGICAL RESOURCES			
Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations or by the CDFG or USFWS?	**a. Plant Species** No sensitive plants were detected or expected to occur on the project site. Thus, there would be no impacts to sensitive plant species as a result of the project. **b. Wildlife Species** The project has the potential to result in direct and indirect impacts to nesting raptors and species covered under the MBTA during construction activities. The project also has the potential to result in direct and indirect impacts to coastal California gnatcatcher during earthwork activities in the Arizona Street Landfill. These impacts would be significant.	**a. Plant Species** No impacts to sensitive plant species would occur as a result of the project; mitigation would not be required. **b. Wildlife Species** Implementation of **LU-1** and the following mitigation measure would reduce significant impacts to wildlife species to below a level of significance. **BR-1:** I. Prior to the issuance of any grading permits and/or the first pre-construction meeting, the owner/permittee shall submit evidence to the ADD of the Entitlements Division verifying that a qualified biologist has been retained to implement the biological resources mitigation program as detailed below (see A through D): A. Prior to the first pre-construction meeting, the applicant shall provide a letter of verification to the ADD of LDR stating that a qualified Biologist, as defined in the City of San Diego Biological Resource Guidelines (BRG), has been retained to implement the biological resources mitigation program. B. At least 30 days prior to the pre-construction meeting, a second letter shall be submitted to the MMC section which includes the name and contact information of the Biologist and the names of all persons involved in the Biological Monitoring of the project. C. At least 30 days prior to the pre-construction meeting, the qualified Biologist shall verify that any special reports, maps, plans and time lines, such as but not limited to, revegetation plans, plant relocation requirements and timing, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated. D. The qualified biologist (project biologist) shall attend the first preconstruction meeting.	Less than significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		II. If project grading is proposed during the raptor breeding season (February 1–September 15), the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet of the development area and submit a letter report to MMC prior to the preconstruction meeting A. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the ADD of the Entitlements Division. Mitigation requirements determined by the project biologist and the ADD of Entitlements shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. B. If no nesting raptors are detected during the pre-grading survey, no mitigation is required. Prior to the issuance of any grading permit, the project biologist shall verify that the following project requirements regarding the MBTA are shown on the construction plans: No direct impacts shall occur to nesting birds, their eggs, chicks, or nests during the breeding season. If construction activities are to occur during the bird breeding season, pre-construction surveys will be necessary to confirm the presence or absence of breeding birds. If nests or breeding activities are located on-site, an appropriate buffer area around the nesting site shall be maintained until the young have fledged.	
Would the project conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan, either within the MSCP or in the surrounding area?	The project area is not adjacent to the City of San Diego's MHPA, however, the off-site Arizona Street Landfill fill disposal site is located adjacent the MHPA lands. Grading activities within the landfill would have the potential to result in significant indirect impacts to the adjacent MHPA.	Mitigation Measure **LU-1** would mitigate this impact.	Less than significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
NOISE			
Would the proposed project result in the exposure of people to temporary construction noise levels which exceed standards of the City's adopted noise ordinance?	**a. Construction Equipment Noise** Exterior construction noise levels would not exceed the 75 dB(A) $L_{eq(12)}$ threshold, and therefore would be less than significant. Because exterior construction noise levels could exceed 60 dB, interior noise levels could exceed the 45 dB standard. Therefore, temporary interior noise impacts would be potentially significant at the following institutions: The Old Globe, San Diego Museum of Man, House of Charm, San Diego Museum of Art, Timken Museum of Art, House of Hospitality, Hall of Nations, United Nations Building, and House of Pacific Relations/Cottages, San Diego Hall of Champions, Balboa Park Club, Marie Hitchcock Puppet Theater, and San Diego Automotive Museum. **b. Truck Hauling Noise** Noise levels at residences located adjacent to the haul and delivery route would not exceed the construction noise limit of 75 dB(A) $L_{eq(12)}$. Additionally, noise levels would not exceed the noise ordinance limits shown in Table 4.12-3. Noise impacts due to truck hauling and deliveries would be less than significant.	**a. Construction Equipment Noise** **N-1:** The following mitigation shall be implemented during all phases of construction. · All noise-producing equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. · Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. · Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible. · Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors. · Construction site and access road speed limits shall be established and enforced during the construction period. · The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. · No project-related public address or music system shall be audible at any adjacent receptor. · The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor. · The construction contractor shall establish a noise disturbance coordinator. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early in the day, bad muffler, etc.) and shall be required to implement measures such that the complaint is resolved to the satisfaction of the City Engineering Department. Signs posted at the construction site shall list the telephone number for the disturbance coordinator. **b. Truck Hauling Noise** Impacts are less than significant. No mitigation is required.	**a. Construction Equipment Noise** Significant and Unmitigated

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
PALEONTOLOGICAL RESOURCES			
Would the project require over 1,000 cubic yards of excavation at a depth of 10 feet or greater in a high resource potential formation or over 2,000 cubic yards of excavation at a depth of 10 feet or greater in a moderate resource potential formation?	Because of the moderate and high sensitivity potential areas for paleontological resources, project grading could potentially destroy fossil remains, resulting in a significant impact to paleontological resources.	Significant impacts to paleontological resources shall be mitigated by the implementation of a monitoring program. The monitoring program shall be carried out under the supervision of a qualified paleontologist and includes attendance at pre-construction meetings as well as on-site inspections of active excavations. **PAL-1:** The Applicant shall follow the procedures outlined below as a condition of approval. **I. Prior to Permit Issuance** A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.	Less than significant

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.

   a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

   Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME.

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition, such as trenching activities, does not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. 3. The monitor shall document field activity via the CSVR. The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If the resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils), the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		IV. Night and/or Weekend Work A. If night and/or weekend work is included in the contract: 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Preconstruction Meeting. 2. The following procedures shall be followed. a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. on the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Section III - During Construction. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction: 1. The CM shall notify the RE, or BI as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		V. Post Construction A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and cataloged. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate.	

TABLE S-1
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS
(continued)

Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		C. Curation of Fossil Remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the Draft Monitoring Report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	

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TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Land Use														
Regulatory Conformance	Significant and unmitigated	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Potentially significant (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Phases 1-3: Less than significant (Less than the project) Phase 4: Significant and unmitigated (Same as the project)
Plan Consistency	Significant and unmitigated	Less than significant (Less than the project)	Significant and unmitigated (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Phases 1: Less than significant (Less than the project); Phase 2: Significant and unmitigated (Less than the project); Phase 3: Significant and Mitigated (Less than the project) Phase 4: Significant and unmitigated (Same as the project)
Land Use Incompatibility	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

[1] For Issues which involve only construction-related impacts, each Phase would be less than for the totality of the project (all Phases) being implement concurrently.

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
ALUCP Conflict	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phase 1-4: Less than significant (Same as the project)
Historical Resources														
Historic Resources (Built Environment)	Significant and unmitigated	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Phases 1-3: Less than significant (Less than the project); Phase 4: Significant and unmitigated (Same as the project)
Archaeological Resources	Significant and mitigated	Less than significant (Less than the project	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Same as the project)	Phases 1-4: Significant and mitigated (Same as the project)
Sacred/ Religious	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Human Remains	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Visual Effects and Neighborhood Character														
Public Views	Less than significant	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Potentially Significant (Greater than project)	Potentially Significant (Greater than project)	Less than significant (Same as the project)	Significant and unmitigated (Greater than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phases 1-3: Less than significant (Less than project) Phases 4: Less than significant (Same the project)
Neighborhood Character / Architecture	Significant and unmitigated	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Phases 1-3: Less than significant (Less than the project) Phase 4: Significant and unmitigated (Same as the project)
Landform Alteration	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Significant and unmitigated (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phases 1 & 3: Less than significant (Less than the Project) Phases 2 & 4: Less than significant (Same as the project)
Development Features	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phase 1 & 3: Less than significant (Less than the project) Phases 2 & 4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Transportation / Circulation and Parking														
Traffic Capacity	Significant and mitigated	Less than significant Greater than the project	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Potentially Significant (Greater than the project)	Significant and mitigated (Greater than the project)	Significant and mitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Phases 1-3: Significant and unmitigated (Greater than the project); Phase 4: Significant and mitigated (Same as the project)
Circulation and Access	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less Than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Greater than the project)	Phase 1: Significant and unmitigated (Greater than the project) Phases 2: Less than significant (Same as the project) Phase 3: Less than significant (Greater than the project) Phase 4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Parking	Less than significant	Less than significant (Greater than the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Potentially significant (Greater than the project)	Less than significant (Greater than the project)	Potentially significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Phase 1: Less than significant (Greater than the project) Phase 2: Less than significant (Same as the project) Phase 3: Potentially Significant (Greater than the project) Phase 4: Less than significant (Same as the project)
Traffic Hazards	Less than significant	Less than significant (Greater than the project)	Less than Significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Less than significant (Greater than the project)	Phases 1-3: Less than significant (Greater than project) Phase 4: Less than Significant (Same as the project)
Air Quality														
Plan Consistency	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Air Quality Violations	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Increase in Particulates or Ozone	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Potentially Significant (Greater than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phase 1-4[1]: Less than significant (less than the project)
Sensitive Receptors (hot spots and air toxics)	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Phases 1-4: Less than significant (Same as the project)
Biological Resources														
Sensitive Species	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Greater than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Significant and mitigated (Less than the project)	Phases 1-3: Significant and mitigated (Less than the project) Phase 4: Significant and mitigated (Same as the project)
Sensitive Habitat	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Wildlife Corridors	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Invasive Species	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
MSCP	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Phases 1, 3 & 4: Less than significant (Less than the project) Phase 2: Significant and mitigated (Same as project)
Energy Use Conservation														
Energy Use	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Geologic Conditions														
Geologic Hazards	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Soil Erosion	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Greenhouse Gas Emissions														
GHG Emissions	Less than significant	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Phases 1-4[1]: Less than significant (Less than the project)
Consistency with Plans, Policies, and Regulations	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Health and Safety/ Hazardous Materials														
Hazardous Materials	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Emergency Response	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Hydrology														
Runoff & Drainage Patterns	Less than significant	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Noise														
Noise/Land Use Compatibility	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Traffic Generated Noise	Less than significant	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
ALUCP Compatibility	Less than significant	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
On-site Generated Noise (parking garage)	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Potentially significant (Greater than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Less than significant (Same as the project)	Phase 1: Less than significant (Less than the project) Phase 2-4: Less than significant (Same as the project)
Temporary Construction Noise	Significant and unmitigated	Less than significant (Less than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Same as project)	Significant and unmitigated (Greater than the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Significant and unmitigated (Same as the project)	Phases 1-4: Significant and unmitigated (Same as the project)
Paleontological Resources														
Paleontological Resources	Significant and mitigated	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Significant and mitigated (Same as the project)	Less than significant (Less than the project)	Less than significant (Less than the project)	Significant and mitigated (Same as the project)	Phase 1 & 3: Less than significant (Less than the project) Phase 2 & 4: Significant and mitigated (Same as the project)
Public Services and Facilities														
Public Services and Facilities	All: Less than significant	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	All: Less than significant (Same as the project)	Phases 1-4: All: Less than significant (Same as the project)

TABLE S-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS SUMMARY
(continued)

Environmental Issue Area	Project	No Project (No Develop-ment/Existing Conditions) Alternative (Alt 1)	Central Mesa Precise Plan Alternative (Alt 2)	No New Parking Structure Alternative (Alt 3A)	Organ Pavilion Parking Structure Alternative (Alt 3B)	West Mesa Parking Structure Alternative (Alt 3C)	Inspiration Point Parking Structure Alternative (Alt 3D)	Gold Gulch Parking Structure Alternative (Alt 4Ai)	No Paid Parking Alternative (Alt 4Aii)	Tunnel Alternative (Alt 4Bi)	Stop Light (One-Way) Alternative (Alt 4Bii)	Modified Precise Plan without Parking Structure Alternative (Alt 4ABiii)	Half-Plaza Alternative (Alt 4Biv)	Phased Alternative (Alt 5)[1]
Public Utilities														
Water	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project))	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Wastewater	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Solid Waste	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1, 2 & 4: Less than significant (Same as the project) Phase 3: Less than significant (Less than the project)
Energy Infrastructure	Less than significant	Less than significant (Less than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)
Water Quality														
Pollutant Discharge	Less than significant	Less than significant (Greater than the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Less than significant (Same as the project)	Phases 1-4: Less than significant (Same as the project)

TABLE OF CONTENTS

FIGURES

FIGURES (continued)

FIGURES (continued)

FIGURES (continued)

FIGURES (continued)

TABLES

TABLES (continued)

APPENDIXES (BOUND UNDER SEPARATE COVER)

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LIST OF ABBREVIATED TERMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Trips
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
ADD	Assistant Deputy Director
AEOZ	Airport Environs Overlay Zone
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AME	Archaeological Monitoring Exhibit
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
AST	Aboveground Storage Tanks
BAU	Business as usual
BFSA	Brian F. Smith and Associates
BI	Building Inspector
BMP	Best Management Practices
BPCP	Balboa Park Cultural Partnership
BPMP	Balboa Park Master Plan
ca.	Circa
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
CalReycle	Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAP	Climate Change Action Program
CCP	Cities for Climate Protection
CD	Construction Documents
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CGP	Construction General Permit
CIWMB	California Integrated Waste Management Board
cm	Centimeter
CM	Construction Manager
CMP	Congestion Management Plan
CMPP	Central Mesa Precise Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CPAP	Climate Protection Action Plan
CPTED	Crime Prevention Through Environmental Design

CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CSMP	Construction Site Monitoring Program
CSVR	Consultant Site Visit Record
CWA	County Water Authority
cy	Cubic yards
dB	Decibel
dB(A)	A-weighted Decibel
DEH	Department of Environmental Health
DOE	Department of Energy
DSD	Development Services Department
DTSC	Department of Toxic Substances Control
EAS	Environmental Analysis Section
ED	Environmental Designee
EDR	Environmental Data Resources, Inc.
EIA	Energy Information Administration
EIR	Environmental Impact Report
EM	Environmental Monitor
EMPP	East Mesa Precise Plan
EMS	Emergency Medical Services
EMT	Emergency Medical Technicians
EO	Executive Order
EPA	Environmental Protection Agency
ES	Environmental Specialist
ESA	Environmental Site Assessment
ESL	Environmentally Sensitive Lands
EOC	Emergency Operations Center
FAA	Federal Aviation Administration
FESA	Federal Endangered Species Act
GHG	Greenhouse Gas
gpd	Gallons Per Day
GWP	Global Warming Potentials
HCP	Habitat Conservation Plan
HMD	Hazardous Materials Division
HRB	Historical Resources Board
HRG	Historical Resources Guidelines
HRR	Historical Resources Regulations
I-5	Interstate 5
ICLEI	International Council for Local Environmental Initiatives
IMP	Integrated Management Practice
ITP	Incidental Take Permit
IWRP	Integrated Water Resources Plan
kBTU	Thousand British Thermal Units
KVP	Key Vantage Points
kWh	Kilowatt per hour
LCFS	Low Carbon Fuel Standard
LDC	Land Development Code
LEA	Local Enforcement Agency
LEED	Leadership in Energy and Environmental Design
$L_{eq(1)}$	One-Hour Average Sound Level
$L_{eq(12)}$	Twelve-Hour Average Sound Level

LID	Low Impact Development
LOS	Level of Service
LTRP	Long-Term Energy Resource Plan
	Micrograms per cubic meter
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
MHMP	Multi-hazard Mitigation Plan
MHPA	Multi-Habitat Preservation Area
MLD	Most Likely Descendent
MMC	Mitigation Monitoring Coordinator
MMR	Mitigation Monitoring Report
MMRP	Mitigation Monitoring and Report Program
$MMTCO_2E$	Million Metric Tons of CO_2 equivalent
mph	Miles per hour
MSCP	Multiple Species Conservation Program
$MTCO_2E$	Metric Ton CO_2 Equivalent
MTS	Metropolitan Transit System
MW	Megawatt
MWD	Metropolitan Water District of Southern California
MwH	MegaWatt hour
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NDP	Neighborhood Development Permit
NHLD	National Historic Landmark District
NO_x	Oxides of Nitrogen
NO_2	Nitrogen Dioxide
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
OES	Office of Emergency Services
PI	Principal Investigator
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PM_{10}	Particulate matter less than 10 microns in diameter
PME	Paleontological Monitoring Exhibit
ppm	Parts per million
PUD	Public Utilities Department
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act of 1976
RE	Resident Engineer
REC	Recognized Environmental Conditions
ROG	Reactive Organic Gases
RPZ	Runway Protection Zone
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act of 1986
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District

SCIC	South Coast Information Center
SCP	Sustainable Community Program
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDG&E	San Diego Gas and Electric
SDIA	San Diego International Airport
SDMS	San Diego Medical Services
SDP	Site Development Permit
sf	Square feet
SHRC	State Historical Resources Commission
SIP	State Implementation Plan
SO_x	Oxides of Sulfur
SO_2	Sulfur Dioxide
SOI	Secretary of the Interior
SR-163	State Route 163
STP	Shovel Test Pit
SUSMP	Standard Urban Storm Water Mitigation Plan
SWMC	Solid Waste Management Coordinator
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAOZ	Transit Area Overlay Zone
TCM	Transportation Control Measures
TIA	Traffic Impact Analysis
TM	Tentative Map
UDC	Unified Disaster Council
ULI	Urban Land Institutes
UNEP	United Nations Environment Programme
UNFCC	United Nations Framework Convention on Climate Change
USFWS	U.S. Fish and Wildlife Service
USC	United States Code
UST	Underground Storage Tanks
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQSA	Water Quality Sensitive Area
WQTR	Water Quality Technical Report
WMUDS/SWAT	Waste Management Unit Database System/Solid Waste Assessment Test
WSA	Water Supply Assessment

1.0 Introduction

This Environmental Impact Report (EIR) addresses the potential environmental effects of the proposed Balboa Park Plaza de Panama project ("project") and has been prepared by the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.), and in accordance with the City of San Diego's EIR Guidelines (City of San Diego 2005), and Significance Determination Thresholds (City of San Diego 2011).

The project is intended to restore pedestrian use and remove vehicular traffic and parking from El Prado, the Plaza de Panama, Plaza de California, the Mall, and Pan American Road. This would be accomplished through the construction of the new Centennial Road and Bridge, which would divert eastbound vehicular traffic from the Park's western entrance on Cabrillo Bridge south to a new 265,242-square-foot underground parking structure with 798 parking spaces (net gain of 273 spaces) located in the area of an existing surface parking lot behind the Organ Pavilion. An additional 2.2 acres of park space would be created on top of the parking structure.

Discretionary actions required to implement the project include:

- Balboa Park Master Plan (BPMP) Amendment
- Central Mesa Precise Plan (CMPP) Amendment
- Site Development Permit (SDP)

1.1 EIR Purpose and Intended Uses

This EIR is intended to inform decision-makers, public agencies, and the public about the potential significant adverse environmental impacts of the project and provide decision-makers with an understanding of the associated physical and environmental changes prior to taking action on the project. The EIR includes recommended mitigation measures which, when implemented, would lessen project impacts and provide the City with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the project are presented to evaluate scenarios that further reduce or avoid significant impacts associated with the project.

1.2 EIR Legal Authority

1.2.1 Lead Agency

The City of San Diego is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility and authority for carrying out or approving the project. As Lead Agency, the City of San Diego Development Services Department, Environmental Analysis Section (EAS) conducted a preliminary review of the proposed development and determined that this EIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City of San Diego.

1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by responsible and trustee agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency that have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California.

Implementation of the project would require consultation with the following responsible and trustee agencies, as described below.

California Department of Transportation (Caltrans): An encroachment permit would be required for construction access to Cabrillo Canyon from the State Route 163 (SR-163). The gate access adjacent to the freeway at the bottom of Cabrillo Canyon is controlled jointly by Park and Recreation and Caltrans, but the proposed access route would traverse the Caltrans easement.

San Diego County Air Pollution Control District (SDAPCD): The County Board of Supervisors sits as the Board of the SDAPCD, which is an agency that regulates sources of air pollution within the county. This is accomplished through an integrated monitoring, engineering, and compliance operation, each of which is a separate division within the District and each is designed to protect the public from the adverse impacts of polluted air. The SDAPCD would be responsible for issuing permits with respect to air emissions for construction and operation of the project.

San Diego Regional Water Quality Control Board (RWQCB): The San Diego RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit Number CAS0108758, which consists of wastewater discharge requirements. The RWQCB

would be both a Responsible and Trustee Agency as it has regulatory approval power through the Section 401 certification and holds regional water quality in its trust through the NPDES compliance review process.

San Diego Local Enforcement Agency (LEA): State law requires that every local jurisdiction designate an LEA that is certified by the Department of Resources Recycling and Recovery (CalRecycle) to enforce federal and state laws and regulations for the safe and proper handling of solid waste. The San Diego LEA would be a trustee agency for the project as it has local jurisdiction and oversight over the Arizona Street Landfill, an off-site project component.

1.3 EIR Scope and Content and Format

1.3.1 Type of EIR

This EIR has been prepared as a Project EIR, as defined in Section 15161 of the CEQA Guidelines. In accordance with CEQA, this Project EIR examines the environmental impacts of a specific development project and focuses on the physical changes in the environment that would result from the project, including all phases of planning, construction, and operation.

1.3.2 Scope

The scope of analysis for this EIR was determined by the City of San Diego as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP) distributed on March 23, 2011. The City's NOP, associated responses, and comments made during the scoping meeting held on April 14, 2011 are included in Appendix A of this EIR. Through these scoping activities, the project was determined to have the potential to result in the following significant environmental impacts:

- Land Use
- Historical Resources
- Visual Effects and Neighborhood Character
- Transportation/Circulation and Parking
- Air Quality
- Biological Resources
- Energy Conservation
- Geologic Conditions
- Greenhouse Gas Emissions
- Health and Safety/Hazardous Materials
- Hydrology
- Noise
- Paleontological Resources
- Public Services and Facilities
- Public Utilities
- Water Quality

1.3.3 EIR Content

This EIR determines whether implementation of the project would have a significant effect on the environment through analysis of the issues identified during the scoping process (see Section 1.3.2). Under each issue area in Section 4.0, Environmental Analysis, this EIR includes a description of the existing conditions relevant to each environmental topic including the regulatory framework; presentation of threshold(s) of significance based on the City of San Diego's CEQA Significance Determination Thresholds for the particular issue area under evaluation; identification of an issue statement; an assessment of any impacts associated with implementation of the project; a conclusion as to the significance of any project impacts; and recommendations for mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area. Pursuant to CEQA Guidelines Section 15126, all phases of the project are considered in this EIR when evaluating its potential impacts on the environment, including the planning, acquisition, development, and operation phases. Impacts are identified as direct or indirect, short-term or long-term, and assessed on a "plan-to-ground" basis. The "plan-to-ground" analysis addresses the changes or impacts that would result from implementation of the project compared to existing ground conditions. An analysis of the project compared to the CMPP, a "plan-to-plan" analysis, is presented in Section 9.0, Project Alternatives.

1.3.4 EIR Format

1.3.4.1 Organization

The format and order of contents of this EIR follow the direction of the City's EIR Guidelines. A brief overview of the various sections of this EIR is provided below:

Executive Summary. Provides a summary of the EIR and a brief description of the project, identifies areas of controversy, and includes a summary table identifying significant impacts, proposed mitigation measures, and impact rating after mitigation. A summary of the analyzed project alternatives and comparison of the potential impacts of the alternatives with those of the project is also provided.

Section 1.0 Introduction. Contains an overview of the purpose and intended uses of the EIR; identifies the Lead, Responsible, and Trustee Agencies; summarizes the EIR scope and content; and details the CEQA environmental review process.

Section 2.0 Environmental Setting. Provides a description of the project's regional context, location, and existing physical characteristics and land use. Available public infrastructure and services, as well as relationship to relevant plans, is also provided in this section.

Section 3.0 Project Description. Provides a detailed discussion of the project, including background, objectives, key features, off-site components, and environmental design considerations. The discretionary actions required to implement the project, and a chronicle of project changes, are also included.

Section 4.0 Environmental Analysis. Provides a detailed evaluation of potential environmental impacts of the project. In accordance with the City's EIR Guidelines, Section 4.0 begins with the issue of land use, followed by the remaining issues included in order of significance. The analysis of each issue begins with a discussion of the existing conditions, a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid or reduce any significant impacts. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is additionally provided.

Section 5.0 Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes. Discusses the significant unavoidable impacts of the project, including those that can be mitigated but not reduced to below a level of significance. This section also describes the potentially significant irreversible changes that may be expected with development of the project and addresses the use of nonrenewable resources during its construction and operational life.

Section 6.0 Growth Inducement. Evaluates the potential influence the project may have on economic or population growth within the project area as well as the region, either directly or indirectly.

Section 7.0 Cumulative Impacts. Identifies the impacts of the project in combination with other planned and future development in the region.

Section 8.0 Effects Found Not to Be Significant. Identifies all of the issues determined in the scoping and preliminary environmental review process to be less than significant, and briefly summarizes the basis for these determinations.

Section 9.0 Project Alternatives. Provides a description of 13 alternatives to the project, including a No Project Alternative, a Central Mesa Precise Plan Alternative, 4 variations of a Pedestrianize the Cabrillo Bridge Alternative, 6 variations of alternatives with the Cabrillo Bridge open to vehicular traffic, and a Phased Alternative. This section describes an additional 8 alternatives which were considered but rejected.

Section 10.0 Mitigation Monitoring and Reporting Program. Documents all the mitigation measures identified in the EIR and required as part of the project.

Section 11.0 References Cited. Lists all of the reference materials cited in the EIR.

Section 12.0 Individuals and Agencies Consulted. Identifies all of the individuals and agencies contacted during preparation of the EIR.

Section 13.0 Certification Page. Identifies all of the agencies, organizations, and individuals responsible for the preparation of the EIR.

1.3.4.2 Technical Appendices

Technical appendices, used as a basis for much of the environmental analysis in the EIR, have been summarized in the EIR, and are printed under separate cover as part of the EIR. The technical appendices are available for review at the City of San Diego Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, California 92101.

1.3.4.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this EIR has referenced several technical studies and reports, including the City of San Diego General Plan EIR, the Balboa Park Master Plan, and the Central Mesa Precise Plan. Information from these documents has been briefly summarized in this EIR, and their relationship to this EIR described. These documents are included in Section 11.0, References Cited, are hereby incorporated by reference, and are available for review at the City of San Diego Development Services Center, 1222 First Avenue, Fifth Floor, San Diego, California 92101.

1.4 EIR Process

The EIR review process occurs in two basic stages. The first stage is the Draft EIR, which offers the public the opportunity to comment on the document, while the second stage is the Final EIR, which provides the basis for approving the project.

1.4.1 Draft EIR

In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft EIR a Notice of Completion is filed with the State Office of Planning and Research and notice of availability of the Draft EIR is issued in a newspaper of general circulation in the area.

The Draft EIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (Section 15204, CEQA Guidelines).

This Draft EIR and all related technical studies are available for review during the public review period at the offices of the City of San Diego, Development Services Department, Entitlements Division, located at 1222 First Avenue, Fifth Floor, San Diego, California, 92101. Copies of the Draft EIR are also available at the following public locations:

San Diego Public Library Central Library 820 E Street San Diego, California 92101	Balboa Park Administration Building 2125 Park Blvd. San Diego, California 92101	North Park Library 3795 31st Street San Diego, California 92104

1.4.2 Final EIR

Following public review of the Draft EIR, the City will provide written responses to comments per CEQA Guidelines Section 15088 and will consider all comments in making its decision to certify the Final EIR. Responses to the comments received during public review; a Mitigation Monitoring and Reporting Program (MMRP); Findings of Fact; and a Statement of Overriding Considerations for any impacts identified in the Draft EIR as significant and unmitigable will be prepared and compiled as part of the Final EIR.

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final EIR as being complete and in accordance with CEQA. Pursuant to Section 128.0310(a) of the City of San Diego Land Development Code, the Final EIR will be available for public review at least 14 calendar days before the first public hearing or discretionary action on the project.

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2.0 Environmental Setting

2.1 Project Location

Balboa Park is located in the City of San Diego about 5.6 miles east of the Pacific Ocean; approximately 1.5 miles northeast of San Diego Bay; approximately 13 miles north of the United States/Mexico border; and immediately northeast of downtown San Diego (Figure 2-1).

Balboa Park, which serves as its own Community Plan area, is bounded on the west and north by the Uptown Community Plan area, the Centre City Community Plan area to the southwest, the Greater Golden Hill Community Plan area to the southeast, and the Greater North Park Community Plan area to the east and northeast (Figure 2-2). The Park is generally bounded by 28th Street to the east; Sixth Avenue to the west; Upas Street to the north; and Russ Boulevard to the south.

The specific location of the project site is within a 15.4-acre area centrally located within Balboa Park within the Central Mesa area of the Park (Figure 2-3a). There are also two off-site project components: a temporary access road within Cabrillo Canyon adjacent to SR-163 and a fill disposal site located at the Arizona Street Landfill on the East Mesa (Figure 2-3b).

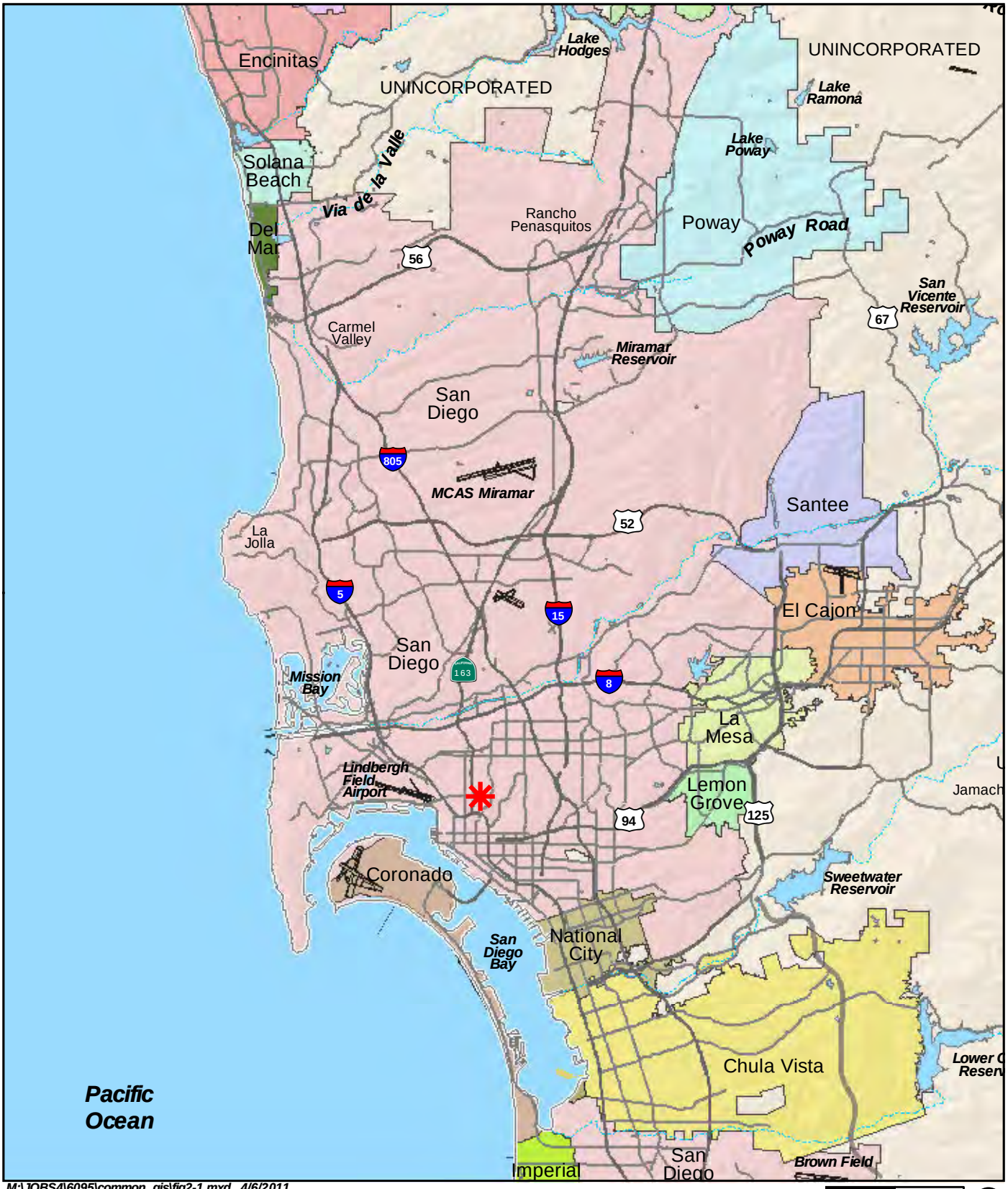
2.2 Physical Environment

2.2.1 Land Use

Balboa Park is characterized by a variety of landforms including natural areas, with steep, vegetated canyons; gardens; open spaces, including the golf course and Morley Field; and developed areas, such as most of the Central Mesa. The Central Mesa is located at the heart of the Park and was the site of the 1915 and 1935 Expositions. Much of the Central Mesa is a designated National Historic Landmark and is home to a large number of the cultural amenities and attractions found within the Park.

El Prado, the Plaza de Panama, and Pan American Road, along with the existing Alcazar and Organ Pavilion parking lots, were previously graded and are paved. The Alcazar Garden and the Mall were developed as green spaces.

Land uses surrounding the project site generally consist of other Park amenities and some limited open space (refer to Figure 4.1-8). Located to the north of the project site are the Old Globe Theatre, the Sculpture Garden, and the Museum of Art. El Prado

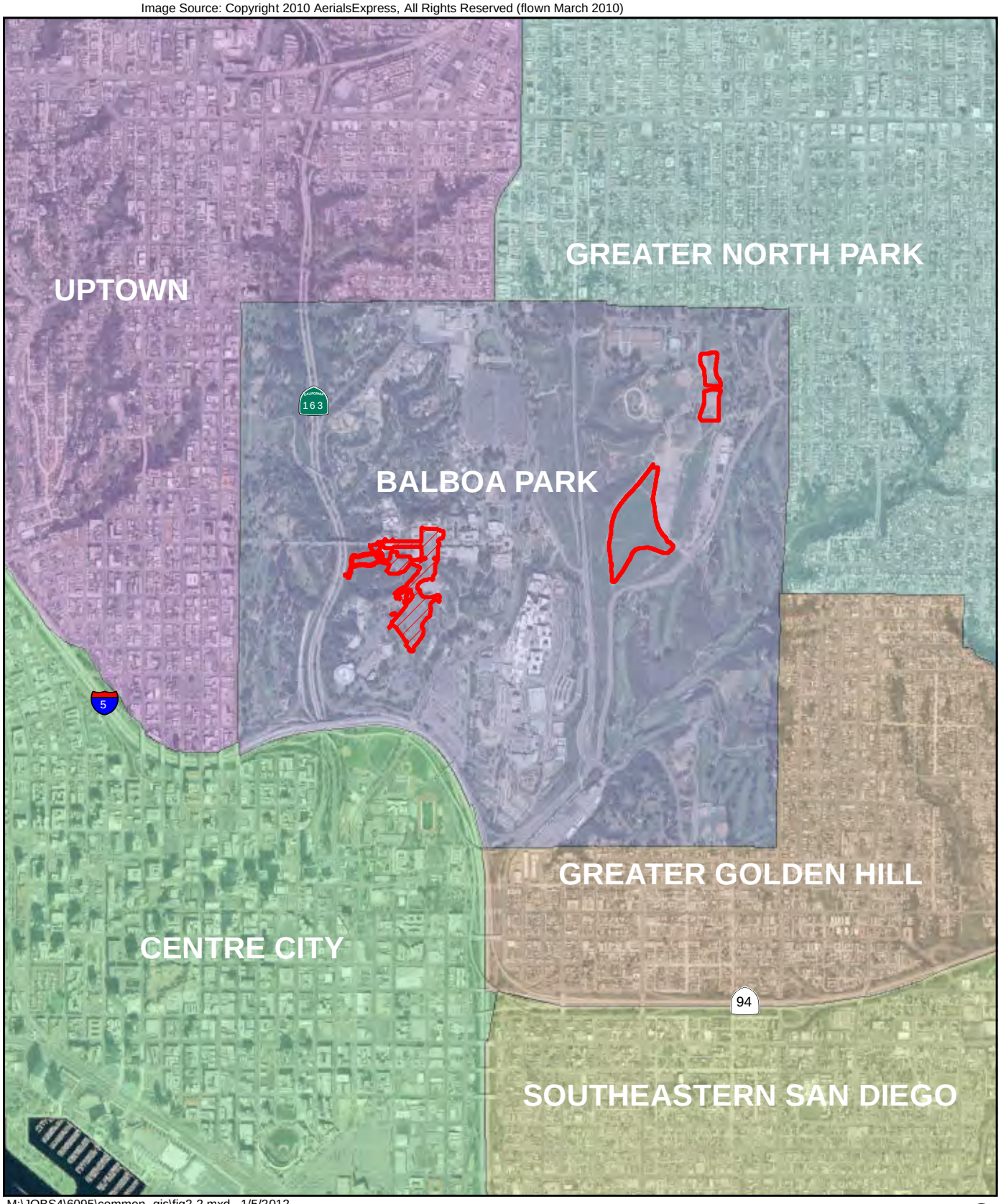


Project Location

FIGURE 2-1

Regional Location

Image Source: Copyright 2010 AerialsExpress, All Rights Reserved (flown March 2010)



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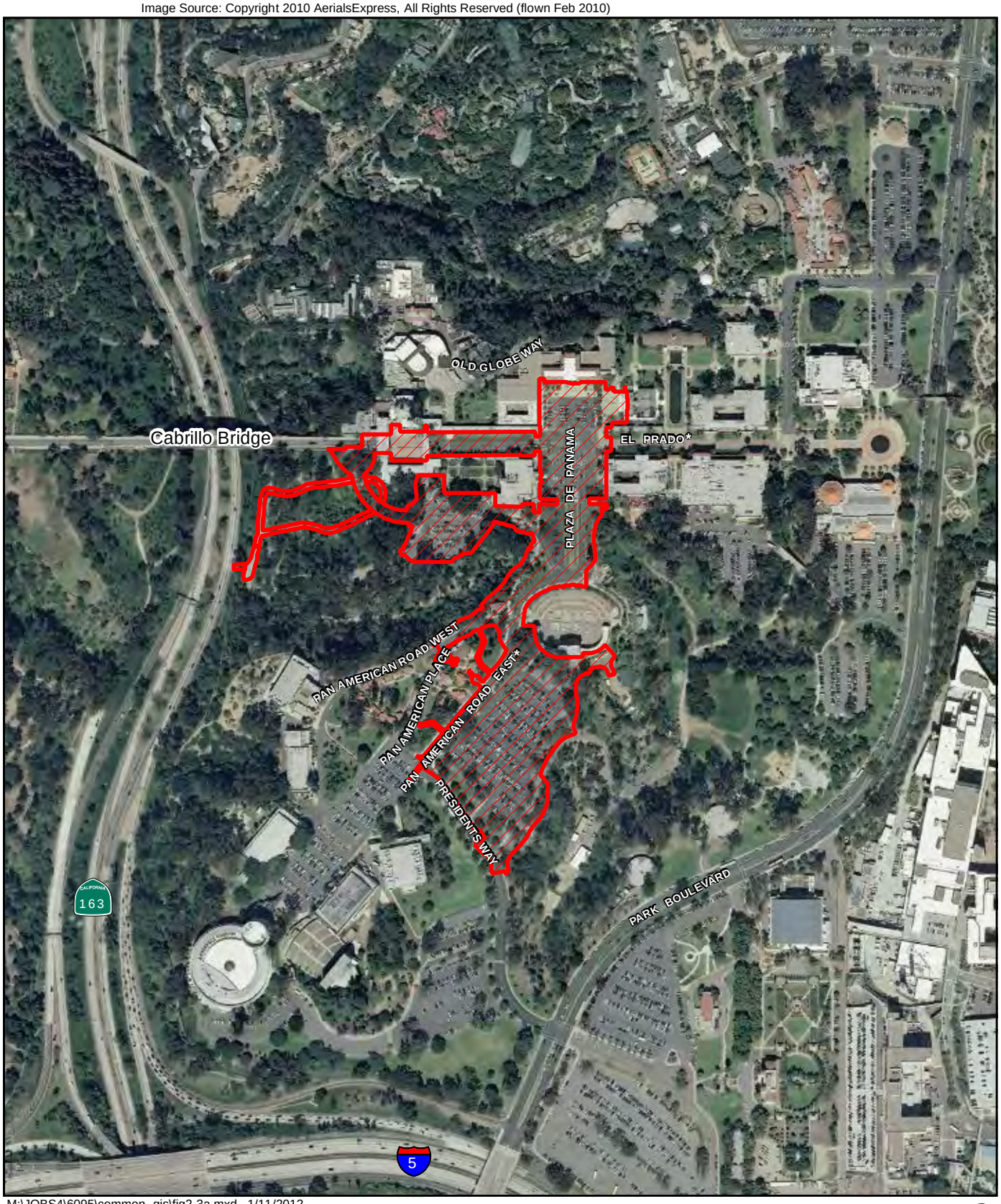
Project Area
Off-site Project Components

Community Plan Area
Balboa Park
Centre City
Greater Golden Hill
Greater North Park
Southeastern San Diego
Uptown

FIGURE 2-2
Project Vicinity

Image Source: Copyright 2010 AerialsExpress, All Rights Reserved (flown Feb 2010)



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Project Area

Off-site Project Components

✿Denotes official street names not identified in the BPMP and CMPP. This document and the permitting documents use the official street names in text and graphics.

FIGURE 2-3a

Project Site

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Off-site Project Components

FIGURE 2-3b

Arizona Street Landfill

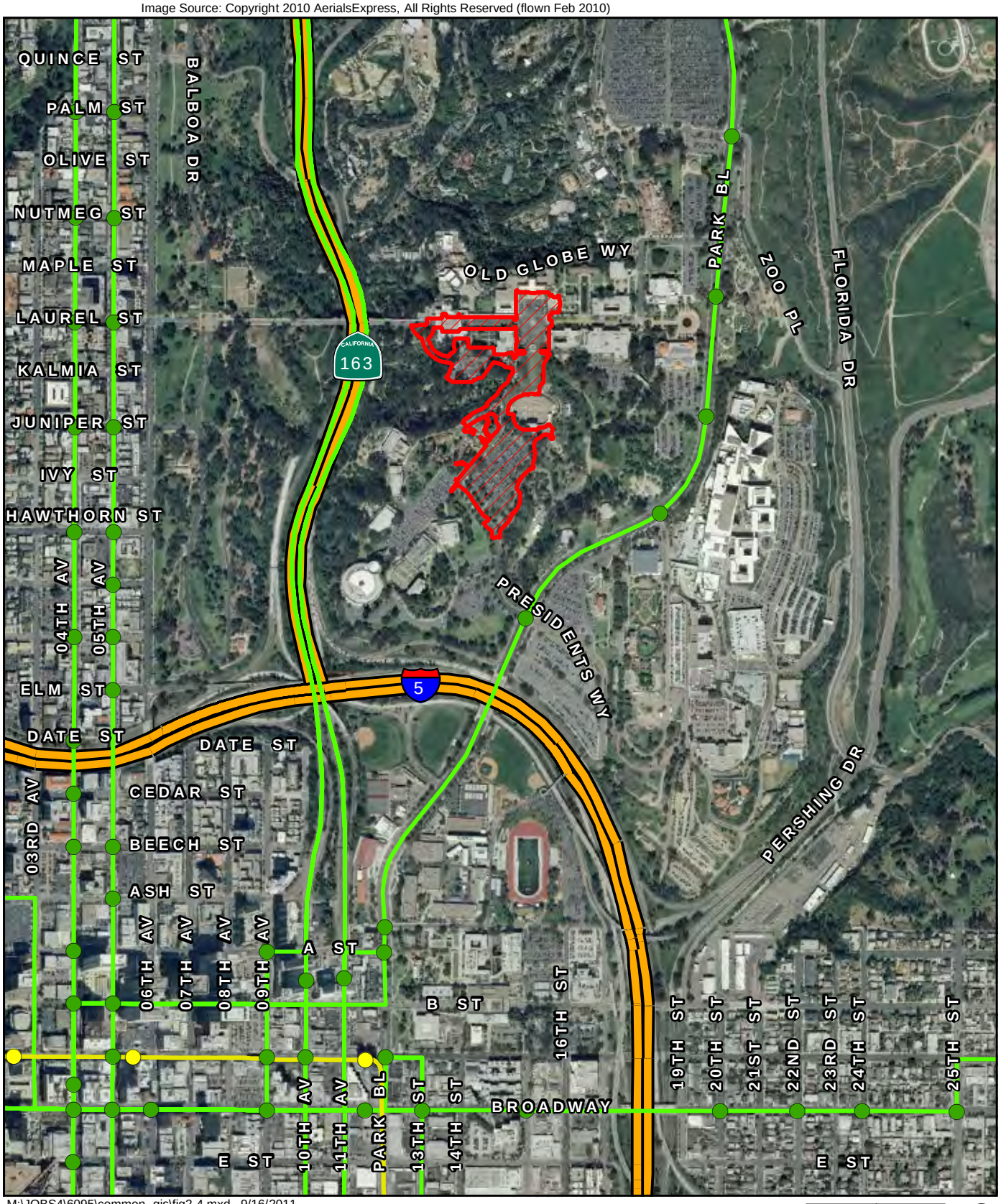
continues through the project site to the east towards Plaza de Panama. East of Plaza de Panama is the East Prado, which was converted to pedestrian use in 1974 and is the location of Casa de Balboa, Casa Del Prado, and the House of Hospitality. At the terminus of the East Prado, is the Plaza de Balboa, near which the Rueben H. Fleet Science Center and Natural History Museum are located. Southeast of the project site, next to the Mall and Organ Pavilion, are the Tea Pavilion, Japanese Friendship Garden, and a canyon sometimes referred to as "Gold Gulch or Spanish Canyon," which contains a vacant building previously used as San Diego Police Department stables. Along the eastern edge of Gold Gulch, adjacent to Park Boulevard, are two water tanks which have been converted to park uses – one houses the World Beat Center and the other contains the Centro Cultural de la Raza. To the southwest of the project area, near the proposed parking structure, the Pan American Plaza and the International Cottages are located.

Located approximately 2,500 feet to the east of the Plaza de Panama is the Arizona Street Landfill (see Figure 2-3b), within the East Mesa area of Balboa Park, where excess soil excavated during construction would be hauled for disposal. The East Mesa is the eastern third of the Park and contains various existing land uses including the centrally located Arizona Street Landfill; the Morley Field sports complex in the northern portion; the Park nursery along the eastern edge of the landfill; and the Balboa Park municipal golf course to the south and east. The Florida Canyon Multi-Habitat Preservation Area (MHPA) comprises the western edge and the residential areas of the Golden Hill and North Park neighborhoods comprise the eastern edge, along 28th Street (City of San Diego 2005).

2.2.2 Circulation/Parking

The regional transportation network in the project area consists of SR-163, which runs from north to south through the western portion of the Park and Interstate 5 (I-5), which forms a portion of the Park's southern boundary. The primary transit opportunity within the vicinity of the project area is the Metropolitan Transit System (MTS) bus service. High frequency bus service and bus rapid transit are accessible from bus stations on Fifth Avenue, near the Park's western entrance and Park Boulevard. Additionally, the Fifth Avenue Station of the San Diego Trolley is located within a quarter mile of the southwest corner of the Park. Both the Blue and Orange Lines access this station (Figure 2-4).

Two tram/trolley systems currently operate within Balboa Park; both operated by Old Town Trolley Tours of San Diego. The "orange" trolley is a paid tour that stops at various stops throughout San Diego, including Balboa Park. The "red" trolley is a free intra-park service, paid for by the City of San Diego, Park and Recreation Department, which makes a loop between Sixth Avenue and the Inspiration Point parking lot.



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Project Area
Freeway
Trolley Line
Metropolitan Transit System (MTS) Bus Route
Trolley Stop
Bus Stop

FIGURE 2-4

Regional Transportation Network

The project site is primarily developed with roadways and surface parking lots that serve the amenities located within the West Prado and Palisades subareas of the Park (Figure 2-5). Roadways within the project area include El Prado, which runs east and west from the Cabrillo Bridge through the Plaza de Panama; and Pan American Road, which runs north to south from Plaza de Panama to the Palisades area. The project site is accessed from the west via Cabrillo Bridge and from the east via Park Boulevard to Presidents Way.

Three parking areas are located within the project site: the Alcazar parking lot (136 spaces), the Plaza de Panama (54 spaces), and the Organ Pavilion lot (367 spaces).

2.2.3 Topography/Geology

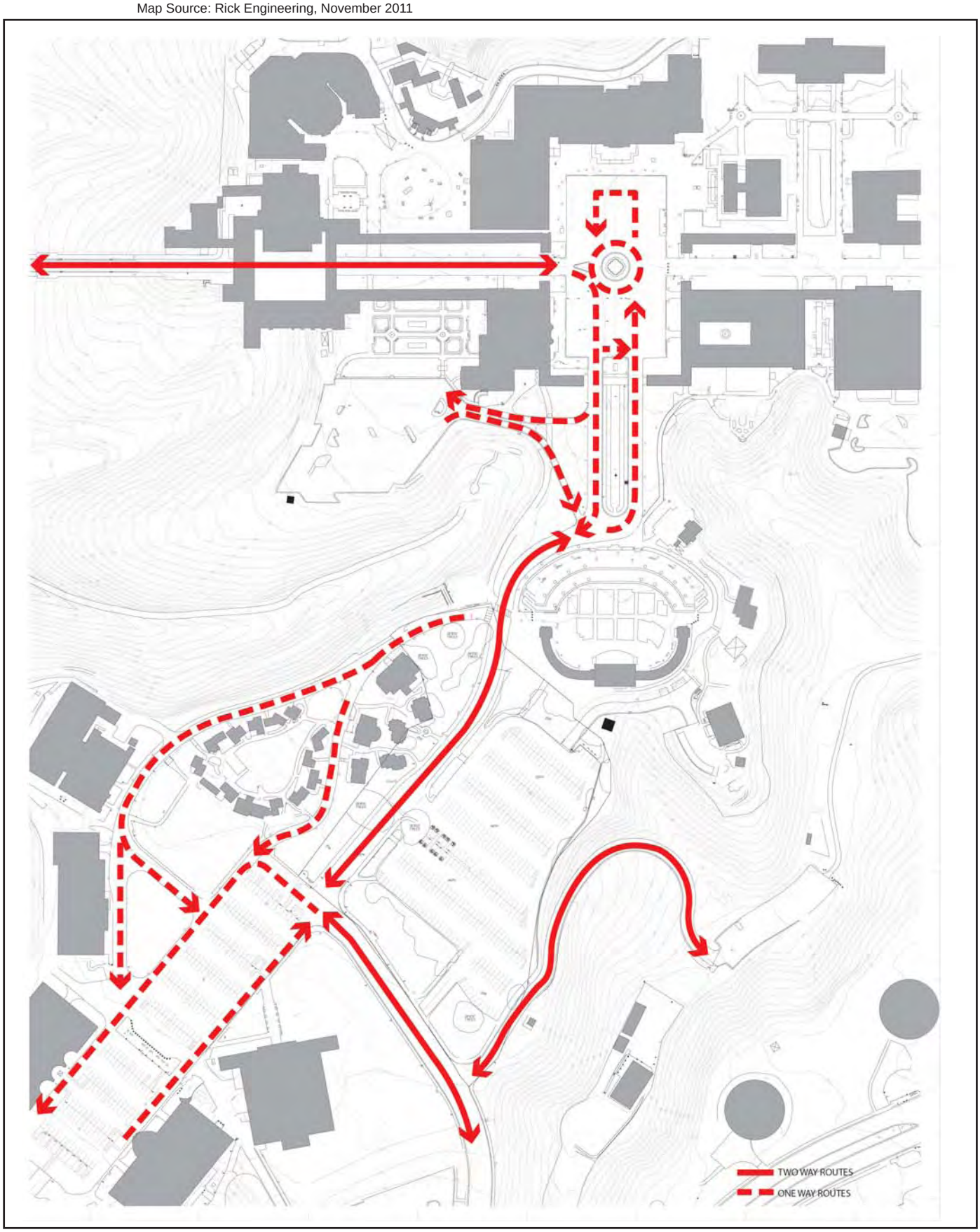
The project area is located in the western portion of the Peninsular Ranges Geomorphic Province of southern California on a large mesa extending from Mission Valley south to Chollas Valley. The mesa lies within the coastal plain of San Diego County. The coastal plain measures 5–15 miles wide, is slightly elevated, and deeply dissected by a series of mesas. Elevations at the site vary from approximately 210 feet to 265 feet above mean sea level (AMSL; Figure 2-6a). The project site is underlain by undocumented fill, Lindavista Formation, and San Diego Formation.

The Arizona Street Landfill comprises an area of about 65 acres on the East Mesa, including the area of the maintenance yard. The landfill occupies a site at the head of a small southwest-trending canyon, bordered by mesas, and which supported an ephemeral stream flow to the southwest prior to landfill development (Figure 2-6b). Elevations range from approximately 140 feet AMSL near the toe at the southwest end of the landfill, to 280 feet AMSL on the northwest side of the landfill near Morley Field. Surface water drainage control is provided by the earthen cover which directs drainage to a channel west of Florida Drive. The East Mesa, like the Central Mesa, is underlain by the Lindavista and San Diego Formations (City of San Diego 2005).

2.2.4 Air Quality/Climate

Balboa Park is within the San Diego Air Basin (SDAB), as defined by the California Air Resources Board (CARB) and SDAPCD. The SDAB is classified by the SDAPCD as a "non-attainment area" because it does not meet federal and state air quality standards for ozone, and state standards for particulate matter less than 10 microns in diameter (PM_{10}). Air pollutants transported into the basin from the adjacent South Coast Air Basin (encompassing Los Angeles and Orange County) substantially contribute to the non-attainment conditions in the SDAB.

Map Source: Rick Engineering, November 2011



No Scale

FIGURE 2-5

Existing Vehicular Circulation

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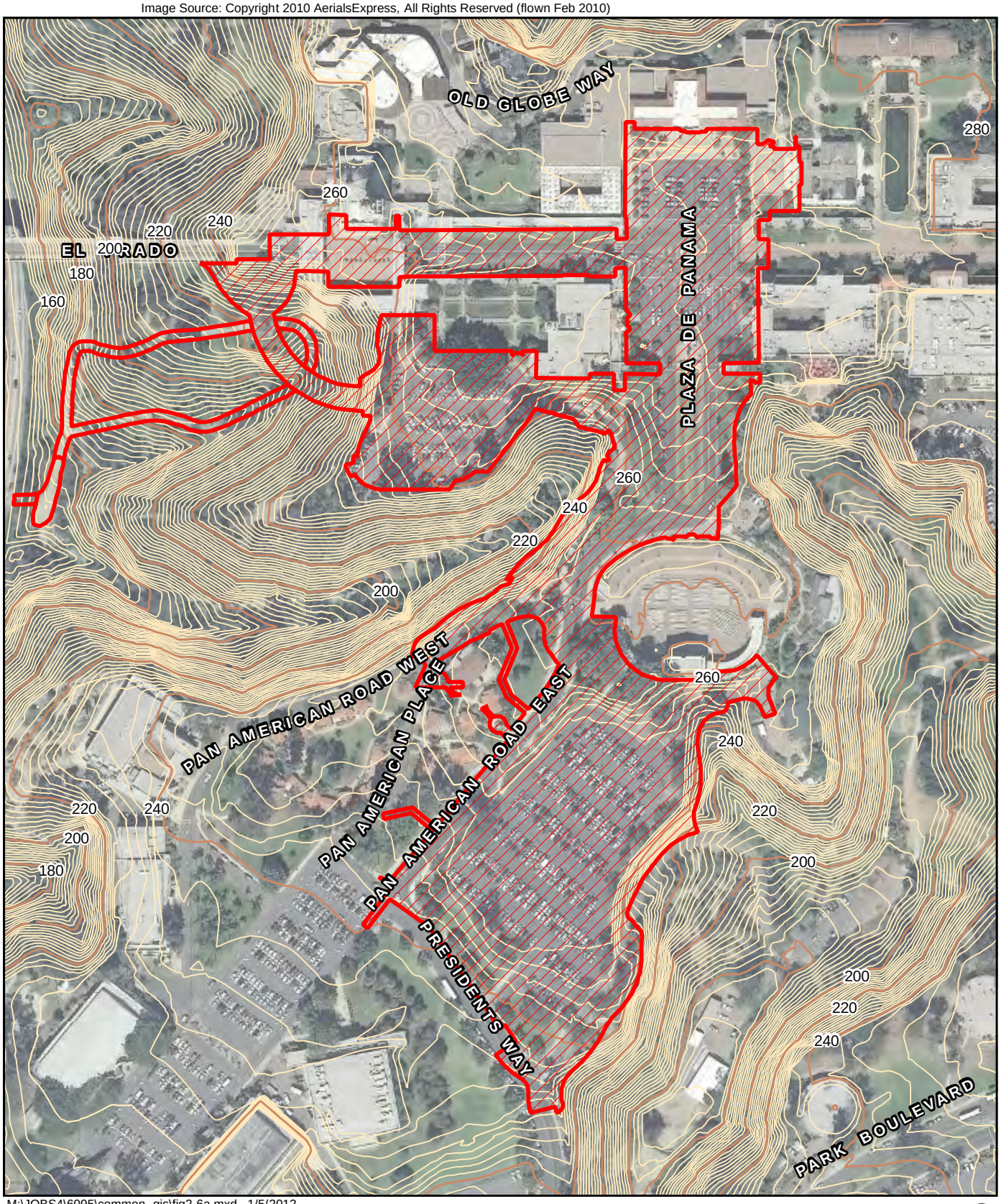

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Project Area

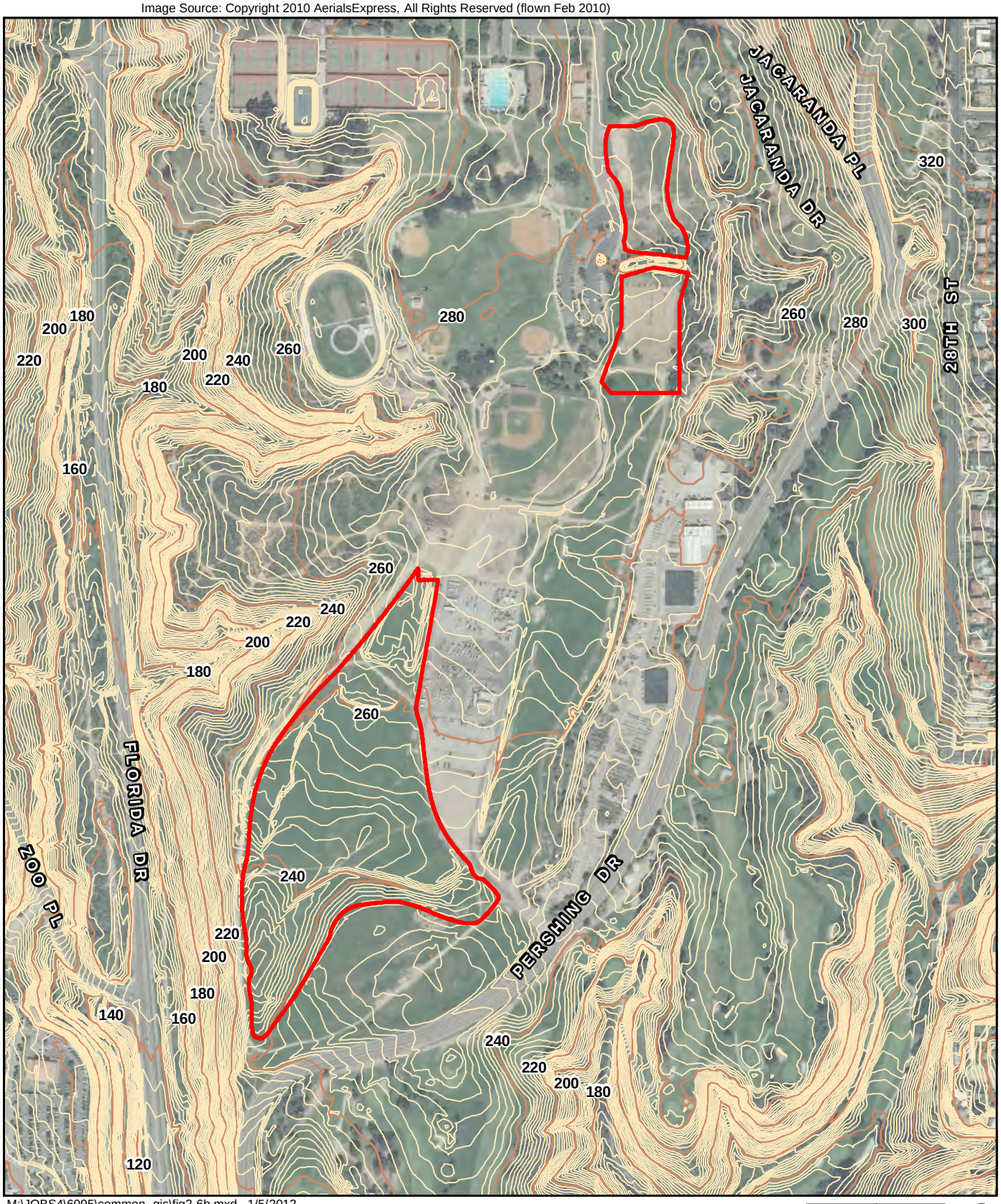
Off-site Project Components

20ft Contours

2ft Contours

FIGURE 2-6a

Central Mesa Topography



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Off-site Project Components

FIGURE 2-6b

East Mesa Topography

2.2.5 Drainage/Hydrology

The project site is located in the following hydrologic basin planning area: Hydrologic Unit – Pueblo San Diego (908); Hydrologic Area – San Diego Mesa (.2); Hydrologic Subarea – Lindbergh (.21). The San Diego Bay is the primary receiving water body for the San Diego Mesa Hydrologic Area. The site is defined by five major drainage basins. Of these major drainage basins, two of them are located in the western portions and drain in westerly directions to canyons and eventually to an existing storm drain system along SR-163. The remaining three major drainage basins convey runoff southeasterly towards an existing storm drain system that eventually connects with the existing storm drain system along SR-163. The existing storm drain system extends to the San Diego Bay Shoreline in the vicinity of B Street.

2.2.6 Biological Resources

Three vegetation/land cover types occur on the property: eucalyptus woodland, ornamental plantings, and developed land (refer to Figure 4.6-1). Eucalyptus woodland occurs to the south of the Cabrillo Bridge and California Building, and to the west of the Alcazar parking lot, totaling approximately 0.62 acre. Ornamental plantings total approximately 4.33 acres and are located throughout the project site. The remainder of the project site is characterized as developed land (10.44 acres), including paved roads, sidewalks, parking lots, and structures. No sensitive biological resources are found on-site. The biological resources within the off-site project components are discussed in detail in Section 4.6.

2.2.7 Historical Resources

2.2.7.1 Archaeological Resources

The prehistoric cultural sequence in San Diego County is comprised of three basic periods: the Paleoindian (about 11,500 to 8,500 years ago); the Archaic (from about 8,500 to 1,500 years ago, i.e., A.D. 500), and the Late Prehistoric (from about 1,500 years ago to historic contact, i.e., A.D. 500 to 1769). The Paleoindian Period is most closely associated with the San Dieguito Complex, which consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points – all representative of hunting. The Archaic Period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish, along with a more sedentary settlement system. Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge which suggest the ethnohistoric Kumeyaay. This late prehistoric period is characterized by higher population densities and elaborations in social, political, and technological systems. The late prehistoric archaeology of the coast and foothills is characterized by the Cuyamaca Complex, including the presence of

steatite arrowshaft straighteners, steatite pendants, steatite comales pottery, and ceramics.

2.2.7.2 Built Environment

The historic era in San Diego County begins with the establishment of Mission San Diego de Alcalá in 1769 and continues to the present. This era is divided into three periods that coincide with changes in sovereignty. They include the Spanish Period: 1769–1822, the Mexican Period: 1822–46, and the Early American Period: 1846–1888.

The Spanish Period (1769–1822) represents a time of European exploration and settlement. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Rolle 1998). Native American culture in the coastal strip of California rapidly deteriorated despite repeated attempts to revolt against the Spanish invaders (Cook 1976).

In 1821, the Spanish colony of New Spain revolted and became the independent nation of México. Many settlers from México began arriving in San Diego. Between 1820 and 1834 – when San Diego was designated a pueblo – the town's population had grown to more than 600 residents. During the Mexican Period (1822–1846), the mission system was secularized by the Mexican government and these lands allowed for the dramatic expansion of the rancho system. The southern California economy became increasingly based on cattle ranching.

The Mexican Period ended when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican-American War (1846–1848; Rolle 1998). The great influx of Americans and Europeans resulting from the California Gold Rush in 1848-49 eliminated many remaining vestiges of Native American culture. In 1850, during the early American Period (1846-1888), California was admitted to the Union, and San Diego County was established as one of California's original 27 counties. San Diego and the rest of southern California changed very little between statehood and the Civil War. San Diego's population actually plummeted after 1850. San Diego's biggest early real estate boom began in 1884 after the California Southern Railroad built a spur line between San Diego and Los Angeles, at which point San Diego's population exploded, achieving a peak population of 40,000 in 1887. Many prominent civic landmarks such as the Hotel del Coronado took shape during this period.

The specific history of Balboa Park is described in Section 4.2, Historical Resources.

2.3 Public Infrastructure and Services

2.3.1 Fire Protection

Fire protection services to the project area are provided by the City of San Diego Fire Rescue Department (Fire Department). The Fire Department's goal is one firefighter per 1,000 citizens. To ensure adequate fire protection response to fire calls, the Fire Department adheres to national standards which require initial response of fire suppression resources (four-person engine company) within five minutes, 90 percent of the time and an effective fire force (15 firefighters) within nine minutes of a call (90 percent of the time). Fire Stations No. 1 and No. 3 provide fire protection and advanced life support services to the project site and surrounding area (Figure 2-7). Fire Station No. 1, located less than two miles southwest of the project site at 1222 First Avenue, houses two engine companies and a contracted paramedic ambulance. Fire Station 3 also is located less than two miles from the project site at 725 West Kalmia Street and houses one engine company (Assistant Fire Marshal L. Trame, pers. comm.).

2.3.2 Emergency Medical

Emergency medical services are provided to the project area and throughout the City of San Diego through a contracted vendor, San Diego Medical Services (SDMS). San Diego Fire-Rescue Department also provides paramedics and Emergency Medical Technicians (EMTs) on the fire engines for emergency response calls. Both Engine 1 and Engine 3 have paramedics for the emergency response project areas.

2.3.3 Police Protection

Police services are provided by the City of San Diego Police Department (Police Department). The Police Department does not staff individual stations based on population ratios. The goal citywide is to maintain 1.45 officers per 1,000-population ratio. The project site is located within the boundaries of Police Beat 522, Central Division Substation. The Central Division Substation is located at 2501 Imperial Avenue, approximately 2.5 miles south of the project site and is currently staffed with 147 sworn personnel and 2 non-sworn personnel (see Figure 2-7). Additional resources (SWAT, canine units, etc.) respond to Central Division as needed. The current patrol strength at Central Division is 140 uniformed patrol officers.

There are also seven Park Rangers and one Senior Ranger (supervisor) who patrol the Park during the daytime hours and special events. The Park Rangers share radio frequencies with the San Diego Police Department and are First Responders capable of responding to both enforcement and emergency medical calls.

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0 Feet 1,500

Project Area
Off-site Project Components
Fire Stations
Police Stations

FIGURE 2-7

Fire and Police Stations

2.3.4 Public Utilities

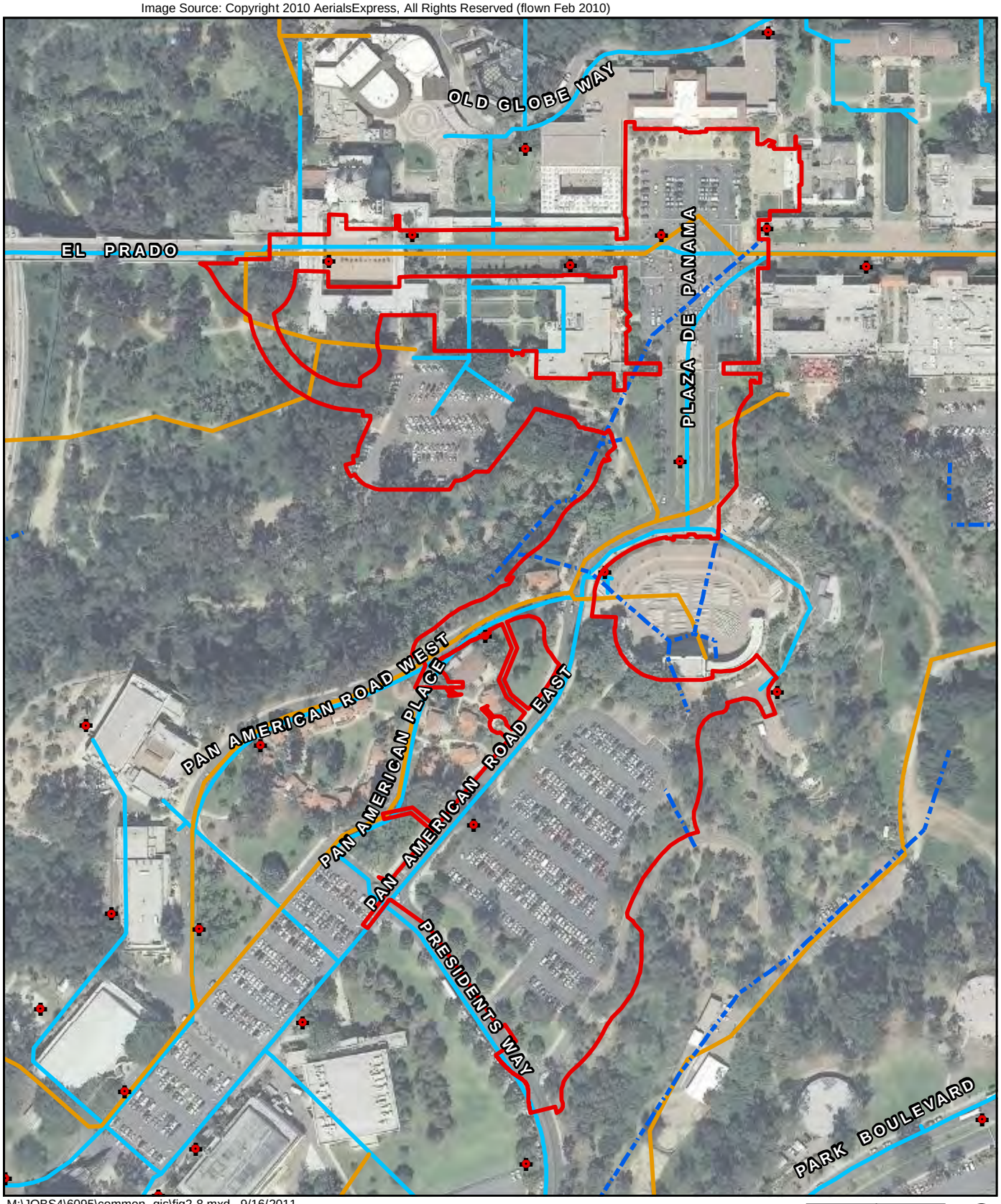
The City of San Diego provides potable water service to Balboa Park via existing public water mains located within El Prado, Pan American Drive, and Plaza de Panama. The City of San Diego Public Utilities Department (PUD) Wastewater Branch collects and treats wastewater that is generated on-site and in the surrounding community. Sewer lines are present within the project site in El Prado through Plaza de Panama; south of Plaza de California, connecting to the Alcazar parking lot; in Pan American Drive to the Organ Pavilion and Pan American Drive West (Figure 2-8). Wastewater collected at the project site is conveyed west through various interceptors and pump stations and ultimately to the City's Point Loma Wastewater Treatment Plant, located approximately eight miles southwest of the project area.

Solid waste generated in the project area is collected by both the City of San Diego and private franchised haulers and taken to the City's Miramar Landfill, Sycamore Sanitary Landfill, or Otay Landfill. Current disposal tonnages at all City landfills are approaching capacity, and based on projected disposal rates and permitted disposal limits, the San Diego region is anticipated to exceed landfill capacity within the next few years unless landfill expansions are approved.

2.4 Planning Context

Development in the City of San Diego is guided by the City's General Plan which provides goals and policies that give guidance to balancing the needs of a growing city while enhancing the quality of life for current and future residents. The General Plan's Land Use and Community Planning Element addresses land use issues that apply to the City as a whole. Community plans adopted for each of the City's planning areas provide community-specific goals and recommendations and are an integral component of the General Plan's Land Use Element. With regard to the project, the BPMP functions as the Community Plan for Balboa Park. Further, pursuant to the BPMP, precise plans are used to achieve specific goals and objectives for specific areas within the Park. The CMPP is the precise plan applicable to the project site and contains the plans for improvements, maintenance, and implementation programs for the project area. Both the BPMP and CMPP are discussed in greater detail within Section 4.1, Land Use, of this EIR. In addition, various other City, regional, and state plans, programs and ordinances regulate the development of land within San Diego. A brief description of each is provided below. A detailed evaluation of the project's consistency with relevant plans and ordinances is provided in Section 4.1, Land Use, of this EIR.

City of San Diego General Plan: The City of San Diego General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. The General Plan incorporates the City of Villages Strategy, which focuses growth into



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Project Area
Existing Hydrant
Water Main
Sewer Main
Drain Conveyance

FIGURE 2-8

Existing Utilities

mixed-use activity centers that are pedestrian friendly centers of the community that provide housing, goods and services, employment, and civic uses that are linked to the regional transit system.

Balboa Park Master Plan: The BPMP is a policy document for the long-term improvement and maintenance of Balboa Park. Within the BPMP are principles, goals, and recommendations to "restore the Prado and Palisades plazas as pedestrian oriented plazas in which through vehicular traffic is minimized and conflicts with pedestrians are reduced." The 1989 plan defines the spirit and guiding principles for the Park (City of San Diego 1989).

Central Mesa Precise Plan: The CMPP is a policy document that tiers off the BPMP and focuses on the major goals of preserving both cultural uses and an open public park environment; creating a pedestrian-oriented park with convenient accessibility; preserving historical significance while meeting functional needs; and establishing administrative excellence as a prerequisite to design success (City of San Diego 1992).

Land Development Code (Municipal Code): The City's Municipal Code contains all the adopted ordinances for the City and is divided into 5 chapters. Chapters 11 through 15 are known collectively as the Land Development Code (LDC) and include applicable development regulations for the Base Zones of a project site, as well as supplemental development regulations contained within the applicable Overlay Zones. Chapter 14 of the LDC contains Environmentally Sensitive Lands (ESL) Regulations and Historic Resources Regulations, which also are applicable to the project site.

The project site is unzoned, and therefore, it is not subject to any specific base zone use regulations or development standards found within the LDC. The project site is subject to two Overlay Zones: the Airport Environs Overlay Zone (AEOZ) and the Transit Area Overlay Zone (TAOZ). An analysis of the project's conformance with these zones is presented in Section 4.1, Land Use.

Multiple Species Conservation Program (MSCP): The MSCP is a comprehensive program to preserve a network of habitat and open space in the region. One of the primary objectives of the MSCP is to identify and maintain a preserve system which allows for animals and plants to exist at both the local and regional levels. Large blocks of native habitat having the ability to support a diversity of plant and animal life are designated as a Multi-Habitat Preservation Area (MHPA). Two areas of MHPA exist within the Park (refer to Figure 4.1-3), but neither is adjacent to the project area on the Central Mesa. However, the proposed fill disposal site at the inactive Arizona Street Landfill is adjacent to the Florida Canyon MHPA area. Sections 4.1 (Land Use) and 4.6 (Biological Resources) discuss the project's consistency with the MHPA Land Use Adjacency Guidelines.

San Diego International Airport - Airport Land Use Compatibility Plan (ALUCP): ALUCPs are tools for use by the San Diego County Regional Airport Land Use Commission (ALUC) in conducting reviews of proposed land uses in areas surrounding airports. The project site lies within the Airport Influence Area (AIA) and the 60–65 A-weighted decibel (dB[A]) community noise equivalent level (CNEL) contours of the San Diego International Airport.

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